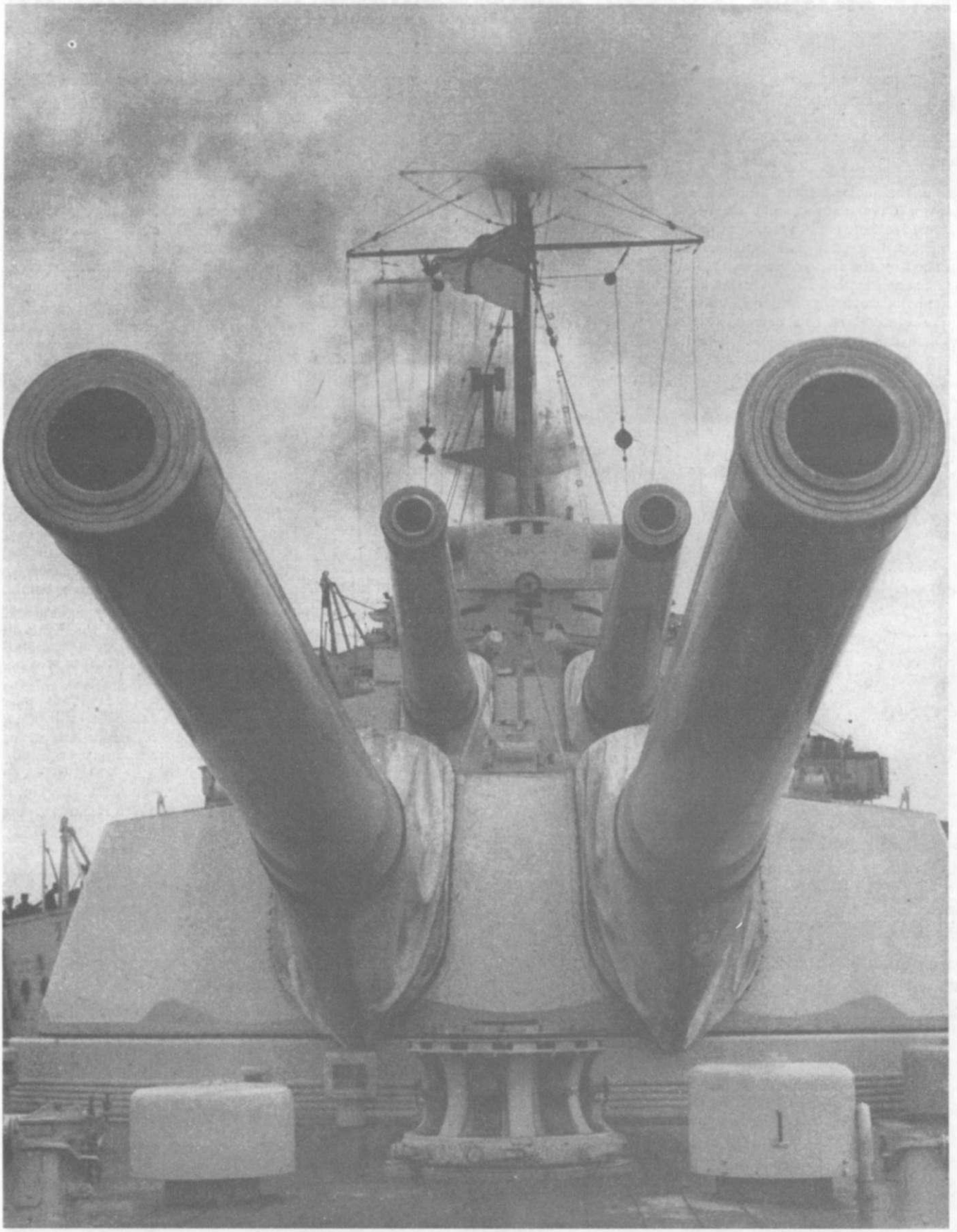


THEY SPOKE SO LOUD AT NARVIK THAT THE WHOLE WORLD HEARD!

The might of the British Navy is exemplified by these four 15-in. guns of the new H.M.S. "Warspite," Vice-Admiral Whitworth's flagship at the memorable attack on Narvik on April 13. The "Warspite" had been considered an unlucky ship, for at Jutland her steering gear was damaged and she turned two involuntary circles in front of the German Fleet. After her reconstruction in 1937 she three times developed mechanical defects that delayed her return to the fleet. But on April 13, 1940, she showed that her luck had changed—to Hitler's cost! *Photo, Charles E. Brown*

'British Forces Have Landed in Norway'

News that electrified the world was contained in a ten-word communiqué issued in London on April 15. The fact of the landing of the B.E.F. in Norway is noted below, together with some account of the first week's fighting in the new war zone.

"GERMAN forces," declared Von Ribbentrop, "will see to it that during this war no Englishman or Frenchman will get a glimpse of Norway or Denmark." That was what Germany's Foreign Secretary told the journalists in Berlin. A mere seven days elapsed, and on Saturday, April 13, there came a ten-word announcement which gave him the lie. It was issued by the British Admiralty and War Office and read, "British forces have now landed at several points in Norway."

The secret of this new Expeditionary Force had been well kept. The first of the invaders had hardly set foot in Norway before thousands of British troops were on the march to join the transports which were already waiting for them in East Coast ports. From camps and barracks and billets they poured to the ports of embarkation, and although they travelled by night, there were thousands of people who watched their passing and who at least guessed what was afoot. Yet never a whisper escaped, and not a line appeared in the press from which Nazis or neutrals might get some hint of the expedition's approaching departure. Silently and swiftly the men embarked with all their material of war; they were transported across the stormy waters of the North Sea closely guarded by ships of the Allied navies, and at several points on the Norwegian coast they successfully disembarked.

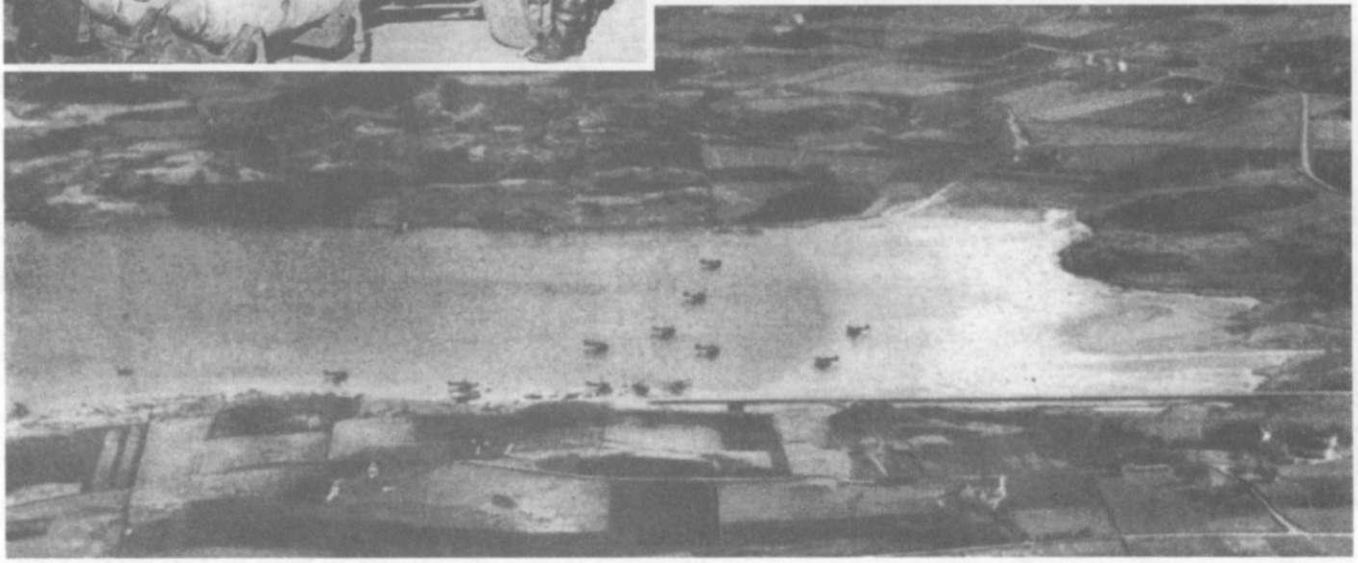
"My Government," said King George in a personal message to King Haakon on April 13, "in full cooperation with the French Government are bringing all help in their power to Norway." Within a few hours the promise was implemented, and to the Norwegian people, bewildered and battered by the sudden blows of the Nazi war-machine, news of the actual arrival of the Allies gave new heart.

From the first day of the war in Scandinavia Britain's aeroplanes, both of the Fleet Air Arm and of the R.A.F., were concerned in a series of attacks, relentless and unremitting, on the German bases in southern Norway. Every day from April 10 Stavanger in particular was subjected to a heavy bombardment from the air with a view to preventing the Germans from consolidating their hold on Norway's most important aerodrome and seaplane harbour. German ships conveying troops and supplies to southern Norway were attacked time and again, and so, too, were those which had already arrived in the fjords of Bergen and Trondheim.

Meanwhile, the Norwegian land forces were mobilizing fast, and it was noticeable that their resistance to the north of Oslo stiffened as the days went by, although to the south-east of the capital the Germans were able to claim some advances. After a week's fighting the Germans had occupied both shores of the Oslo Fjord, and were attacking the main Norwegian army east of Oslo in the region of Kongsvinger.

In those days of bitter trial King Haakon was a tower of strength to his people—a fact which the Germans were quick to realize—and he was chased from place to place by the German bombing 'planes. "I am completely exhausted, without sleep or rest," said the King on April 15. "Since I left Oslo on Tuesday I have not taken off my shoes and have hardly slept. All civilization seems to have come to an end. I cannot understand that such terrible things can happen. I can no longer be sure of anything. My ministers can visit Sweden. My people can be evacuated to Sweden, but I must stay. I must stay in my country as long as there remains a single inch of Norwegian soil."

Four of the pilots of the R.A.F. bomber command who bombed German ships off Bergen on April 10 are looking at a load of bombs similar to those they used with such excellent results.
Photo, P.N.A.



In the first six days of the war in Norway the R.A.F. made seven raids on Stavanger aerodrome, the best and most modern air base in Norway. It is both an aeroplane and a seaplane base. In this R.A.F. photograph of Stavanger seaplane base, taken after the Nazi invasion, more than a dozen Blohm and Voss seaplanes are seen at anchor. A number of them were sent to the bottom by British bombs.
Photo, British Official: Crown Copyright

In Air and on Land Britain Is Now Really at War

Passing over Norway's tortuous coast a bomber of the R.A.F. Coastal Command sighted a 10,000-ton German merchantman unloading troops and stores at Bragdo Island. A few minutes later this photograph was taken which shows the result of direct hits by our bombs. Clouds of white smoke drifting across the islands and inlets mean the end of another Nazi ship. Arrows mark the position of Nazi transports.

In the fine harbour of Bergen big ships can anchor right among the streets of the quaint town. The Nazis have found it a good anchorage for their seaplanes as this R.A.F. aerial photograph shows. The large white object in the upper left-hand corner is stated to be a bomb falling from another of our 'planes in front of the camera. It is thus a remarkable photograph in that it shows both the target and missile.

Photos, British Official: Crown Copyright

Traitors Within Opened Norway's Gates to Nazis

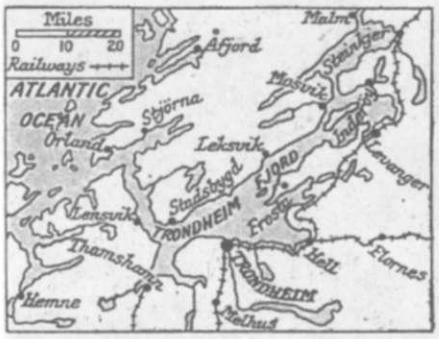
It will be long before the full story of Norway's invasion is given to the world, but enough is known already to make it clear that the Norwegian Nazis operated as Hitler's "Fifth Column." Below we tell of their baleful operations in Narvik and Oslo.

TREACHERY was largely responsible for the ease and speed with which the Germans effected their invasion of Norway—treachery powerfully aided by that unpreparedness into which Norway had fallen through not having had to go to war for more than a century, and for believing all too implicitly that her own peaceful spirit and outlook would be respected and reciprocated by her neighbours.

Hitler had a "Fifth Column" in Norway in the shape of a local Nazi Party, the Samling, and for months past its members had been engaged in preparing the way for the invasion. The leader of the Samling, Major Viktor Quisling, went to Berlin at the beginning of April to receive his final instructions; he returned to Oslo on Saturday, April 6, and on the very day of the invasion, the following Tuesday, was appointed by the invaders as Premier of the so-called National Government which was established as soon as they entered Oslo.

For the success of the German plans the seizure of three cities was of prime importance—Narvik, Bergen, and Oslo, the capital. The commander of the troops of the Norwegian force in Narvik was Colonel Sundlo, who was an old friend and colleague of Major Quisling, and it was probably he who arranged that the two Norwegian warships in Narvik harbour were not sent to intercept the German naval units when the alarm was first given on the night of Monday, April 8, but were ordered to remain in harbour, where, in the early hours of the following morning, they were forthwith torpedoed by the Nazi destroyers. The German landing party had been supplied with an exact plan of Narvik, for as soon as they came ashore they marched straight to the Post Office, the port, the railway bridge, and the station. Sundlo got into contact with them at an early hour, with the result that orders were given to the troops in the town not to fire on the Germans. Norwegian troops who had been dispatched from a military base on the other side of the fjord arrived too late to prevent the coup, but as soon as the news reached the local Norwegian commander, he ordered Major Omdahl to advance on Narvik and, if possible, to arrest Sundlo, take over his command, and hold up the German advance. Omdahl succeeded to the extent of establishing a defence line about the town, with the result that when parties were landed from the British naval force on April 13, the Germans in the west half of the town were cut off, while the remainder tried to escape along the railway to near the Swedish frontier. Bergen was seized in similarly treacherous fashion.

The German Expeditionary Force apparently embarked on the night of Thursday, April 4—three whole days before that mining of Norwegian territorial waters by the Allies which was declared by Germany to constitute the reason for her intervention. At 1.30 on the morning of April 9 the commander of



King Haakon to His People

A call to Norwegians was made by King Haakon in a proclamation broadcast in Norway on April 15. It read as follows:

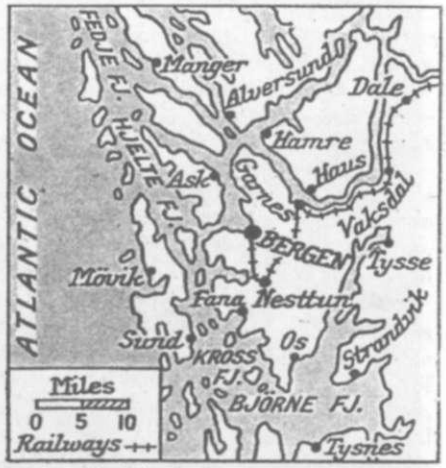
In this time of trial, the hardest that my people and my country have had to endure for 100 years, I address an urgent appeal to all Norwegian men and women to do their utmost to save the freedom and independence of our beloved country.

Our country has been subjected to a lightning attack by a nation with which we always maintained friendly relations. This powerful antagonist has not refrained from bombing peaceful people in cities and towns.

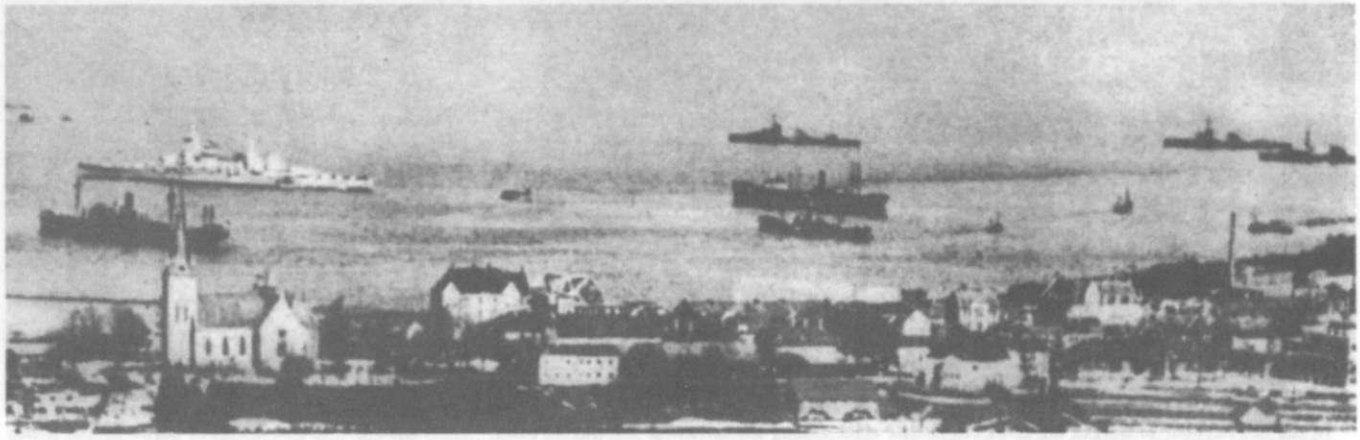
Women and children are subjected to death and inhuman sufferings. The situation is such that I cannot tell you today where in Norway I, the Crown Prince, and the Government reside.

The German forces directed a violent attack against us while we were staying in a small, unfortified and unprotected place. High explosive bombs, incendiary bombs and machine-gun fire have been used against civilians in a most ruthless and brutal manner. The aggressors have but one intention—to annihilate all of us who were assembled to decide questions affecting the welfare of Norway.

I thank all those who today, together with me and the Government, hold out to defend Norway's independence. I ask you to remember all those who have given their lives for the fortune of the Fatherland. God save Norway.

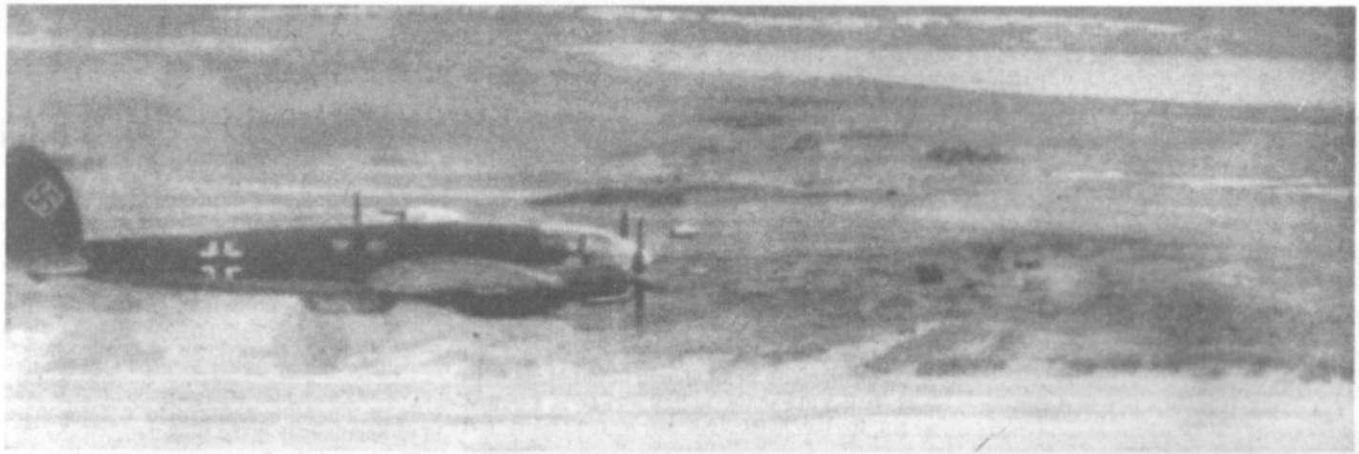


How difficult is the approach to Bergen, surrounded by a welter of fjords, will be clear from this sketch map.



This photograph was taken from the rugged shore of Trondheim Fjord after the Nazis had effected a landing there. Close in shore are German warships, including a cruiser on the left and a number of transports. At least one Nazi warship was sunk in the fjord by British warplanes in the first few days of the war. The map above left shows the town and fjord of Trondheim. *Photo, Sport & General*

Hitler's 'Fifth Column' Had Their Little Day



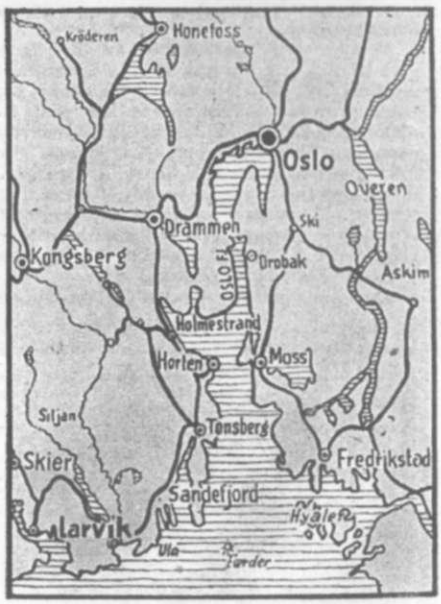
In the five days following her invasion of Norway on April 9 Germany lost over 40 warplanes in battles with British bombers and long-range fighters. Here is a Nazi 'plane on coastal patrol above the Norwegian coast. From this heavily-indented coastline the Nazis declared they were going to harass Britain.

three Norwegian warships at Horten, Norway's naval base on the west shore of the Oslo Fjord, received an order supposed to have been signed by Professor Koht, the Norwegian Foreign Minister, not to fight against German warships which were about to pass up the fjord, and, furthermore, to put all his men ashore at once—without their arms. In unquestioning obedience the commander did as he was told.

But " the best laid schemes o' mice an' men gang aft agley," and the traitors in Oslo who had faked the order to the Norwegian ships were evidently unaware of the fact that the Norwegian cruiser-minelayer " Olav Tryggvason " had put in for repairs the previous evening. She was the only Norwegian warship not to receive the order, and so when she saw the German ships approaching she was not only in a position to fight, but promptly sent one of the German cruisers to the bottom. This was at 4.30 a.m., and it was not until half an hour later that the German minister in Oslo handed the Nazi ultimatum to Professor Koht.

One more obstacle remained to be surmounted. At Drobak the fjord is only about two miles wide, and the narrows had been mined. But at 1.30 on that same morning the mines had all been rendered harmless through the electricity being cut off at the Drobak control—another achievement of the " Fifth Column."

So it was that the Germans came to Oslo, and in a few hours those strange and bewildering scenes were being enacted in the streets of the Norwegian capital which are described in the next page.



In the first week of her invasion of Norway, Germany lost 25 merchant-ships, many of them transports similar to this vessel (left), docked at Hamburg and being loaded with tanks. The moment the Nazis landed in Norway they set up anti-aircraft guns in all the occupied towns (right). Centre is a map of Oslo Fjord, up which Nazi warships advanced on April 9, their way opened by treachery. *Photos, E.N.A. and Sport & General*

How Oslo Fell to Only 1,500 Nazi Troops

In a remarkable dispatch published in the "Daily Telegraph" of April 16, a special correspondent described the strange and bewildering events of the German occupation of Oslo. Here we reprint, by courtesy of our great contemporary, those passages of the dispatch which tell of the Nazis' triumphal entry into the Norwegian capital.

HAVING described the mystifying way in which the port defences of Oslo were silent against the invader, with the fortunate exception of the "Olav Tryggvason" (*see* page 349, Vol. I) which sank a German ship, the Correspondent continues his eyewitness account:

We had spent an eerie night at Oslo's Grand Hotel, with a succession of air-raid alarms, of which the first sounded thirty-five minutes after midnight, about the time the mobilization was ordered.

I decided that the Norwegians were only rehearsing the air alarm as a precaution. So I refused to get up until seven o'clock. Then a Finnish diplomat informed me of the ultimatum and the Government's decision to leave.

At 7.45, while we still had not the slightest idea what had happened in Oslo Fjord and at Horten, five Nazi bombers suddenly came roaring over the rooftops so low that they almost touched them. We watched them come, expecting every moment that bombs would fall. For two and a half hours German 'planes dived over the city, always only three or five in number. They were intended to terrorize the populace into surrender and the authorities into inaction while the first troops were being landed by air at Fornebo, outside the city.

Thousands of Osloans gazed at them curiously and fearfully, but there was no panic. None of us dreamed that German warships were in the inner harbour and that Oslo was already doomed. We still thought that British ships and 'planes might come at any moment. It seemed utterly incredible that the Narrows could have been forced by the Germans and the powerful forts of the fjord silenced.

Norway's capital in every quarter was a scene of dazed disorganization, completely without leadership. Apparently even the men who had been called to the colours did not know where to go or simply forgot about it.

It was like this until 2.30. Then, as I walked up to the hotel desk the porter asked me, "Aren't you going out to see the Germans come in?"

"What do you mean, the Germans?"

"Yes, they're marching up Carljohan Boulevard any minute now."

We rushed outside into the strangest scene imaginable. Oslo's beautiful main boulevard was jammed with people all flocking to see the Germans come in. Strangest of all were the Norwegian policemen calmly forming lines along the pavements, clearing the streets for the Germans' triumphal entry.

Shortly before three o'clock two lorries filled with a dozen German soldiers rolled along the street. Soldiers lolled in them with rifles dangling as if they had been assured that they had not the slightest resistance to fear. From the rear of the second lorry two machine-guns poked their noses out, straight down the boulevard. Their crews lay prone, with intent, hard faces, ready to fire. This was the only show of force, and all that was needed.

At 3.3 a murmur ran through the crowd. We could see two mounted men swinging into the boulevard in front of the Palace, then six more, then the head of a marching column in field-grey.

The mounted men were Norwegian policemen actually escorting the German troops which were occupying the capital. We looked on uncomprehendingly. Later I was told that the Norwegian policemen never carry any kind of arms; this also was why they failed to fulfil the Government's orders to arrest Quisling.

A tall, broad-shouldered officer, General von Falkenhorst, and two other officers marched directly behind the mounted police. Then came the German regulars in columns of threes, as if to make the line look as long as possible. One out of nine carried light machine-guns; all carried compact aluminium kits and bulky shoulder-packs. . . .

Several times Falkenhorst and the other two officers returned the Nazi salutes of persons in the crowd, who must have been German advance agents and had been busy in Oslo for weeks before this crowning moment.

It was a thin, unbelievably short, column. It required only six or seven minutes to march past. It was composed only of two incomplete battalions—surely less than 1,500 men in all.

Norway's capital of nearly 300,000 inhabitants was being occupied by a German force of approximately 1,500 men.

The last of the German troops went by without a single jeer or hiss, without a single tear noticeable on any Norwegian face. Like children the people stared. Thousands of young men stood watching this occupation parade. Not one hand or voice was raised. We could discern no sign of resentment upon any face about us.

AFTER the parade, this tiny force of 1,500 men swiftly set to work and seized the key places of Norway's capital.

Next day, Wednesday, was as unbelievable as the events of April 9 had been. German troops now stood guard over Parliament, the University, the City Hall and other public buildings. My first shock came early in the morning as I passed the Storthing. Two score German soldiers filled the open windows of the third floor of the Parliament building, all singing lustily. Osloans stood watching and listening on the pavements below.

Wherever we went we saw groups of young people clustered round German soldiers on guard. Some of them chatted pleasantly with the soldiers, some stared at their rifles and machine-guns and asked questions about them.

Such scenes, far from infrequent, had not ended when I left Oslo on Friday. By that time, however, many young Norwegians had disappeared from the capital with packs on their backs. A great many more went after the Germans had landed 20,000 troops on Oslo's quays on Thursday afternoon. This sight at last awakened many men from the daze which they had been in. . . .

This is how Norway's capital was captured, without a bomb being dropped and without a shot being fired within several miles of the city.

On April 9 1940; the people of Oslo had the same bitter experience that the people of Brussels had on an August day in 1914, when they watched the march through their city of the Kaiser's hordes. Here we see A.R.P. workers watching the parade of Nazi troops through Oslo. Those who entered Brussels had their communications secure, but those who entered Oslo could not be sure of reinforcements of men or munitions. Above, a German soldier stands before a proclamation enjoining the Norwegians to submit without resistance.

Photos, Associated Press and Sport & General

Hitler's Navy Fast Sinking Beneath the Waves

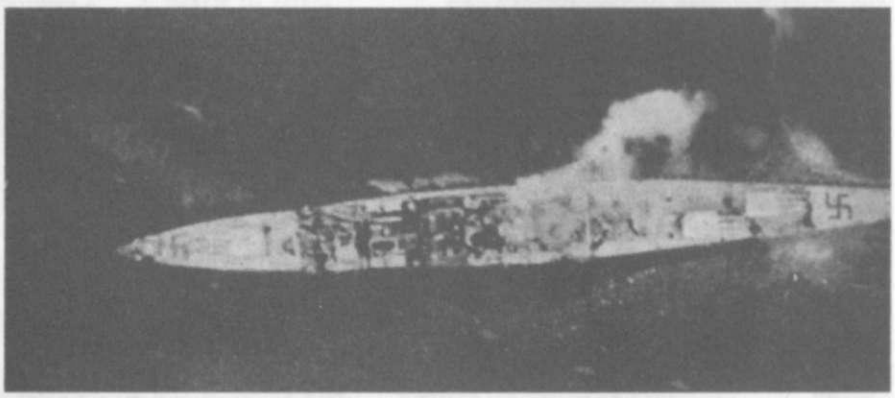
Speaking in the House of Commons on April 11, when the great Scandinavian battle was in its opening stages, Mr. Winston Churchill was able to state that already the Nazi Navy had suffered "most grievous losses," and the news since then has more than borne out his claim.

WHEN Hitler ordered the invasion of Scandinavia he had a navy. That could no longer be said after a week of real war, so great were Germany's naval losses by torpedo, gunfire and bomb. What remained was hardly worthy to be called a fleet; rather it was a collection of disconnected naval units.

While the occupation of a number of points on the south and west coasts of Norway may be regarded as a triumph of military organization, from the point of view of naval strategy it was temerarious in the extreme. Never at any moment since war began has Germany had that command of the sea of which she has so often boasted, and not all the troops composing the army of invasion had reached their destination before the Allied navies were taking a heavy toll of the transports and their escort vessels. The first news of the operations was the sinking on Monday, April 8, of the troopship "Rio de Janeiro" in the Skagerrak with the reported loss of 150 lives. Shortly afterwards there came news of the sinking of the "Posidonia" and the "Kreta," vessels engaged in the same business of transporting German troops across the sixty-mile-wide Kattegat to the Norwegian coast.

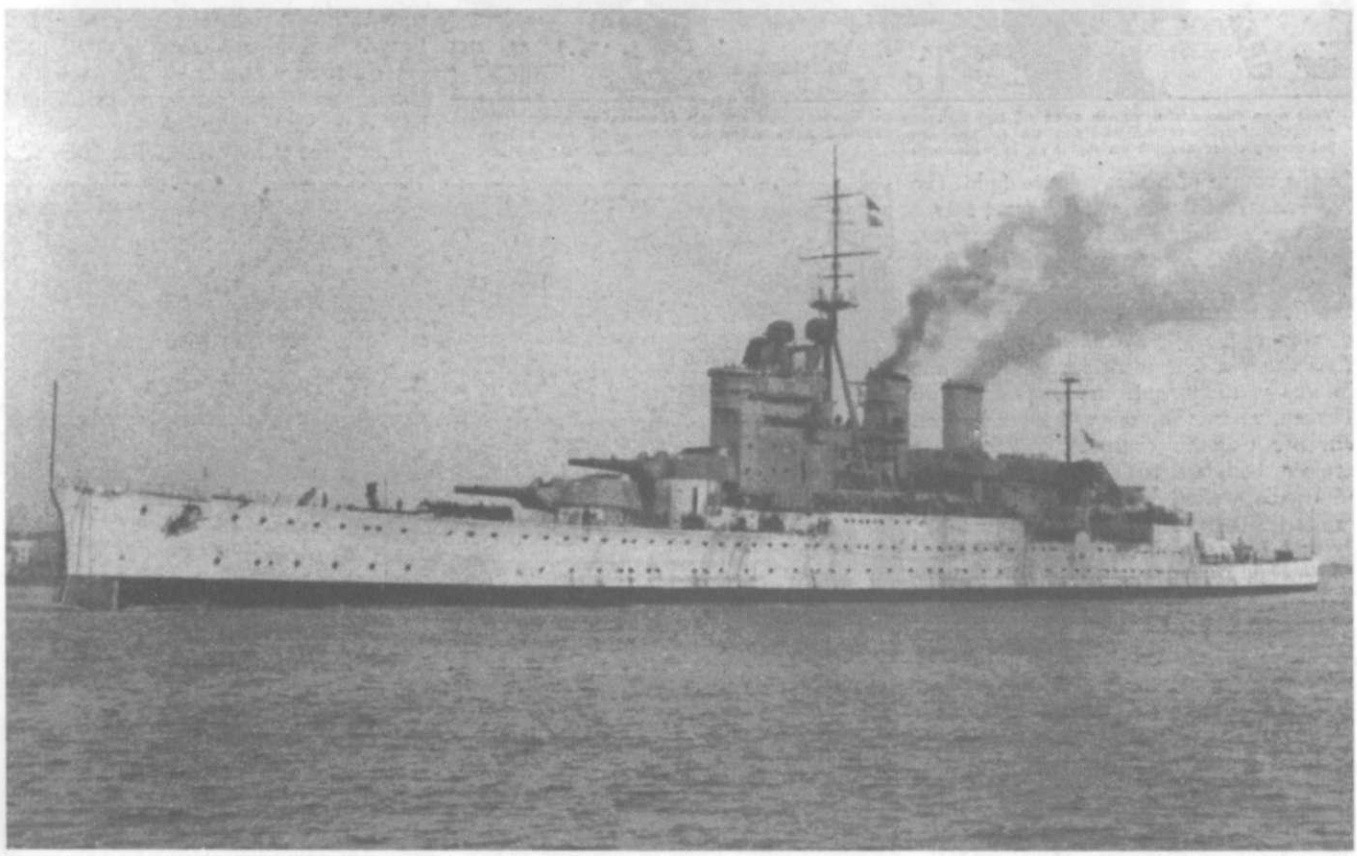
These losses were as nothing, however, compared with those which were shortly afterwards announced. Proceeding up Oslo Fjord, a German warship — the Germans in admitting her loss said it was the cruiser "Blücher," but the Norwegians were probably correct in their statement that she was not the "Blücher," but the 26,000-ton battleship "Gneisenau"—was sent to the bottom by the fire of the coastal batteries; and on the same day another cruiser, the "Karlsruhe," was sunk, either as the result of Norwegian fire or, as later announced, by having been torpedoed by H.M. submarine "Truant."

That was part of the toll of Tuesday, April 9. On the same day the second of Germany's two battleships, the "Scharnhorst," accompanied by a cruiser of the Hipper class, was heavily engaged by the British battle-cruiser "Renown."



This photograph of an enemy cruiser was taken by an R.A.F. reconnaissance 'plane on April 10, 1940. Her nationality is indicated by the huge swastikas painted fore and aft, while the two staggered turrets aft and the single turret forward show her to be a cruiser of the "Kœnigsberg" class.

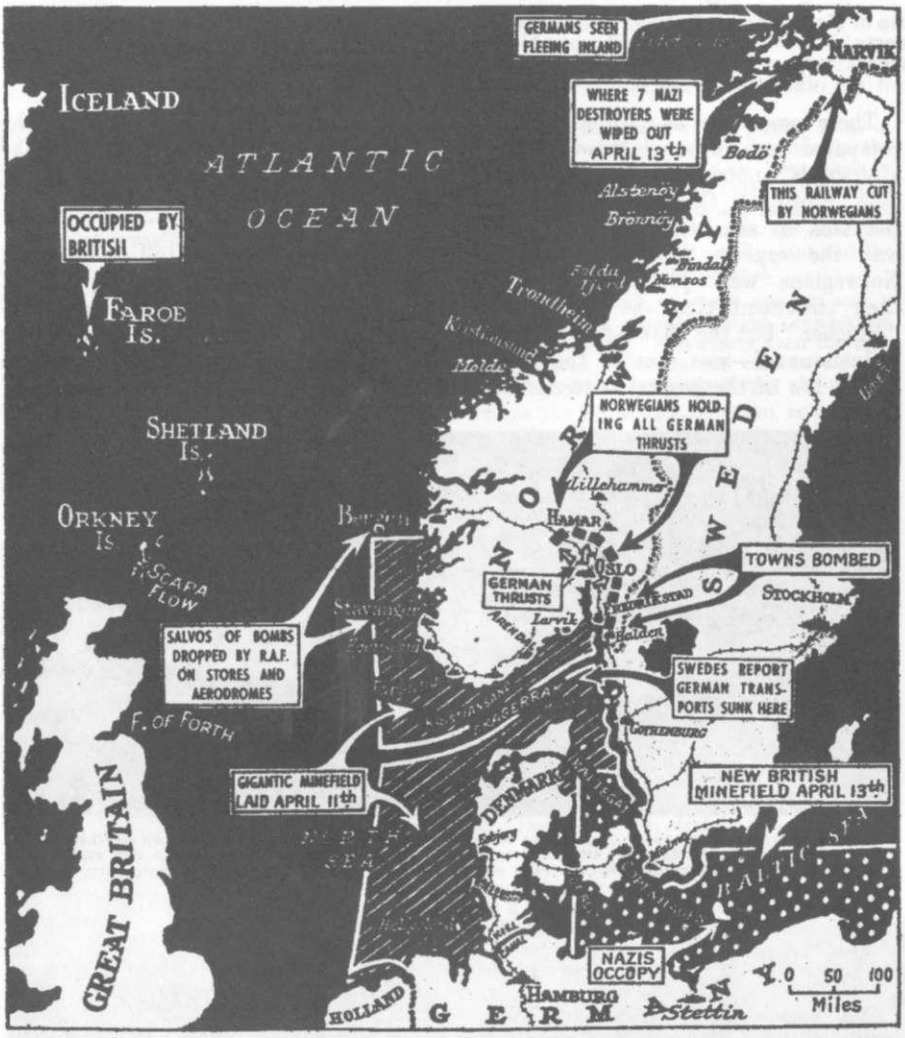
Photo, British Official: Crown Copyright



H.M.S. "Renown," which on April 9 got the better of a nine-minute fight with the "Scharnhorst," is, like the "Warspite," a veteran of Jutland, and she, too, has been practically rebuilt. The work was carried out between 1936 and 1939 and cost as much as the original cost of the ship—over £3,000,000. Her chief armament is six 15-in. guns; she has a speed of 29 knots; and carries a complement of about 1,200. Her tonnage is 32,000.

Photo, Wright & Logan

'Irreparable Mutilation' in One Short Week



This map shows the whole area of the fighting in Norway and off the Norwegian coast. The situation both on land and sea up to the time of the occupation of Narvik by the British, following their assault on April 13, is indicated. *Courtesy of the "Daily Mail"*

In the course of a nine-minute fight, the "Scharnhorst" was hit by several salvos and was forced to beat a hasty retreat.

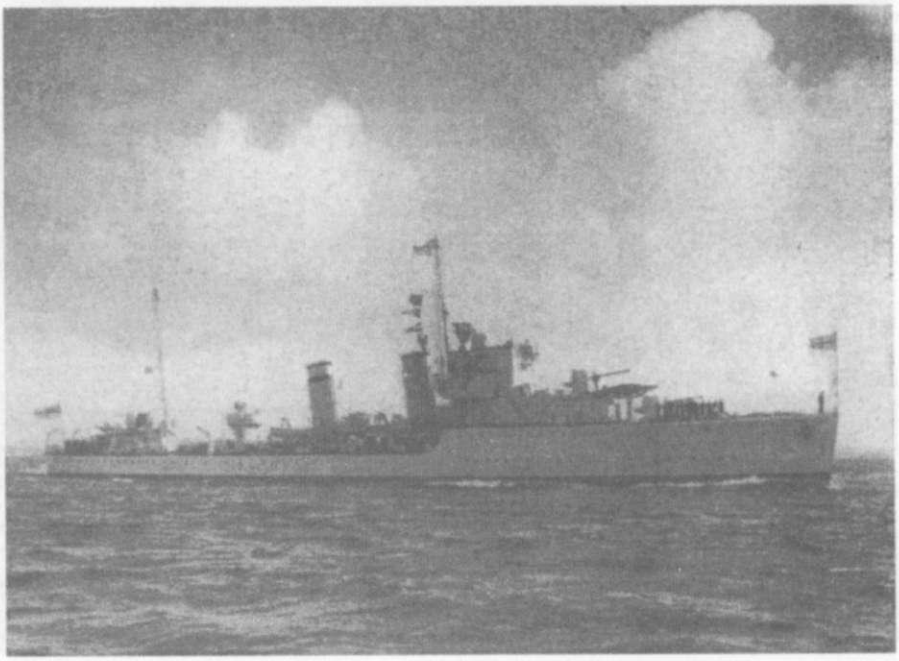
On Wednesday German warships were bombed in Bergen Fjord by warplanes of the R.A.F., and one cruiser was hit and disappeared, while at dusk the Fleet Air Arm came on the scene for the first time in this war, flying from the Orkneys to Bergen, where they secured three hits on another German cruiser. Yet another cruiser, believed to be the "Emden," was dispatched by the Norwegian cruiser-minelayer "Olav Tryggvason." It was on that day, too, that British destroyers forced their way up Narvik Fjord and, with some loss to themselves, inflicted far heavier losses on the German destroyers in the anchorage.

Three days afterwards, at midday on Saturday, a force of British destroyers accompanied by the warship "Warspite" again made their way up the fjord, and in a short time sent seven German destroyers to the bottom (*see* page 427). Thursday was marked by the torpedoing of the pocket battleship "Admiral Scheer" by H.M. submarine "Spearfish," and an attack by the Fleet Air Arm on enemy shipping at Trondheim. A destroyer was hit by a torpedo launched from the air.

As a result of these repeated blows Hitler's navy was deprived in the course of a few days of between a third and a half of its strength, and in view of the fact that several of the remaining units were still at sea or were sheltering in one of the innumerable Norwegian fjords, it was confidently expected that the tale of disaster was by no means ended. Meanwhile, the ships supplying and reinforcing the German troops in Norway were subjected to unremitting attack, and in the course of the first week's fighting over 24,000 tons of German transport and supply ships were sunk by British submarines alone.

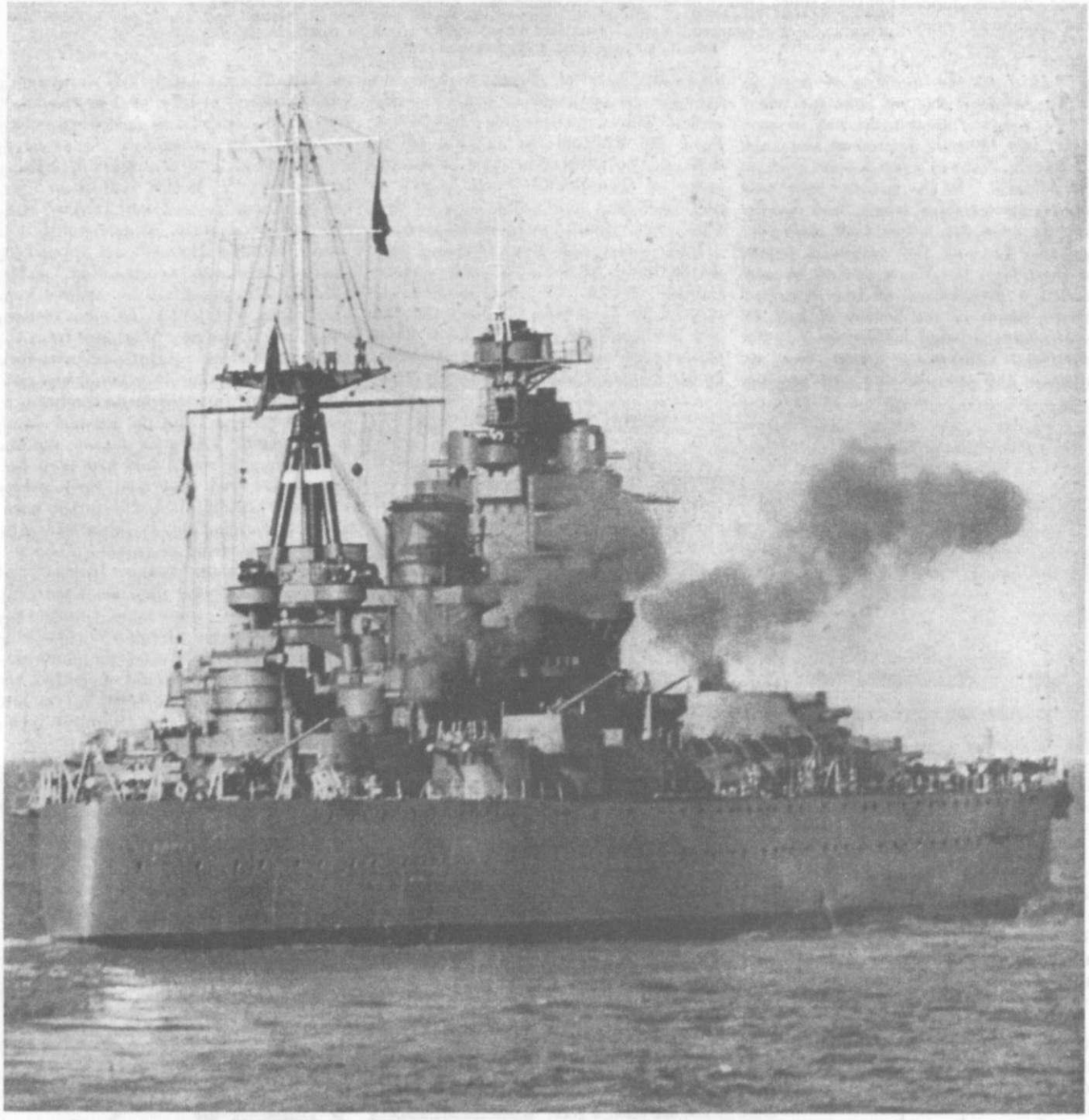
Well might M. Reynaud say in the French Senate on April 16 that the German fleet had suffered "substantial and irreparable mutilation."

Meanwhile, the Allied minelayers had been active as never before, and on April 12 the Admiralty announced that mines had been laid over a large area in the Skagerrak and Kattegat as well as in the North Sea from a point near the Dutch coast to that of Norway. Exceeding in size the largest minefield of the Great War—the famous Northern Barrage which stretched for 233 miles from the Orkneys to Norway—this operation resulted in the whole of the seas from Bergen to Emden, a distance of 420 miles being strewn with mines. Norwegian and Danish territorial waters were included, but care was taken to lay no mines within three miles of Dutch and Swedish



The "Glowworm," sunk in action against heavy odds on April 8, was one of eight destroyers of the "Greyhound" class, of 1,335 tons, and carrying a complement of about 145. "The 'Glowworm's' light has been quenched," said Mr. Churchill in the House of Commons; but her fame lives. *Photo, Wright & Logan*

Rodney's Armour Resists the H.E. Bomb



Mr. Churchill, in his speech in the House of Commons on April 11 describing the North Sea battle, said: "One very heavy bomb hit the flagship 'Rodney,' but her very strong armour resisted the impact." She was not affected in any way by the explosion, except that four officers and three men were injured. The "Rodney," seen above, is one of Britain's two most modern battleships, the other being H.M.S. "Nelson." Both were completed in the last quarter of 1925; both carry nine 16-in. guns; and the "Rodney," the slightly larger of the two, has a displacement of about 38,000 tons. Their armour belt is 14 in. thick.

Photo, Central Press

shores. Only a narrow channel twenty miles wide was left to connect the North Sea with the Swedish coast at the far end of the Skagerrak.

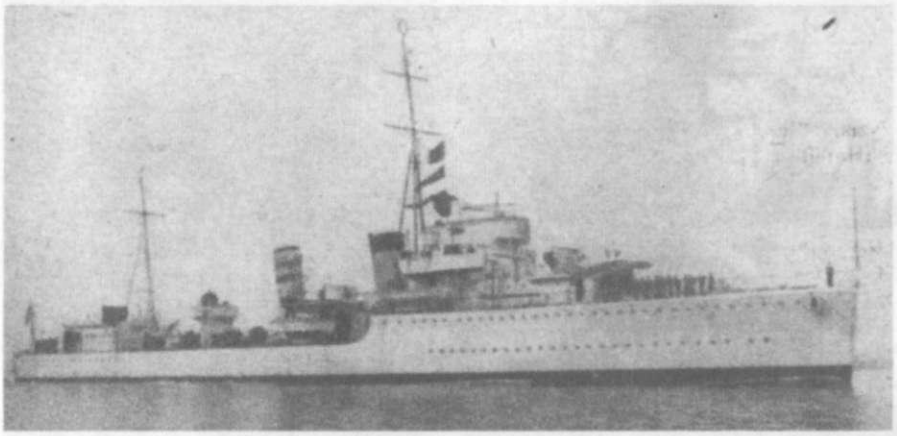
Two days later, on Sunday, April 12, it was announced that even this minefield—the greatest in the history of mine-laying—had been extended, and that mines had now been laid along the whole northern coast of Germany so that not a ship could leave the ports of Lübeck, Warnemunde, Swinemunde, Danzig, and Koenigsberg, and not a vessel could arrive from the ore-port of Lulea in northern Sweden without having to run the gauntlet of these under-water ambushes. Thus the Allied minefield now stretched from the North Sea to the waters of the eastern Baltic at Memel.

Minefields have to be maintained as well as laid, and so there comes to mind a picture of British submarines constantly patrolling the channels left free, watching and waiting, and occasionally fighting, and, if possible, destroying, the fleets of German minesweepers and their escorts of destroyers. When Hitler heard the news of this most daring feat of the Allied navies—a feat which drew the noose of the Allied blockade still closer about the neck of the German people—he may well have regretted those destroyers which in a moment of extravagant optimism he had dispatched to the cold waters of Norway—those waters which for so many had provided a grave.

Not Once But Twice the Navy Struck at Narvik

For years Hitler's march of aggression was unchecked: Austria, Czechoslovakia, Poland, Danzig, Memel, Denmark . . . But when his prowling forces snatched at Narvik they at last exposed a dangerous flank. They had come within reach of Britain's Navy—and Hitler experienced his first real defeat.

EARLY on the morning of April 9, before it was yet light and while a heavy snowstorm was in progress, two German destroyers appeared off Narvik, Norway's famous ore port on the Atlantic. In the harbour were two Norwegian warships which had hardly time to open fire before they were torpedoed. Leaving the drowning sailors to their fate, the Nazis pushed on and landed a detachment of heavily-armed troops, which in the course of half an hour overcame what little resistance the Norwegian authorities were able to organize and occupied the port and the town beyond. Hastily the invaders consolidated their position, landed some guns, and made ready to receive the number of German cargo-ships loaded with war material which were even then proceeding up the fjord, guarded by further destroyers of the largest and latest type.



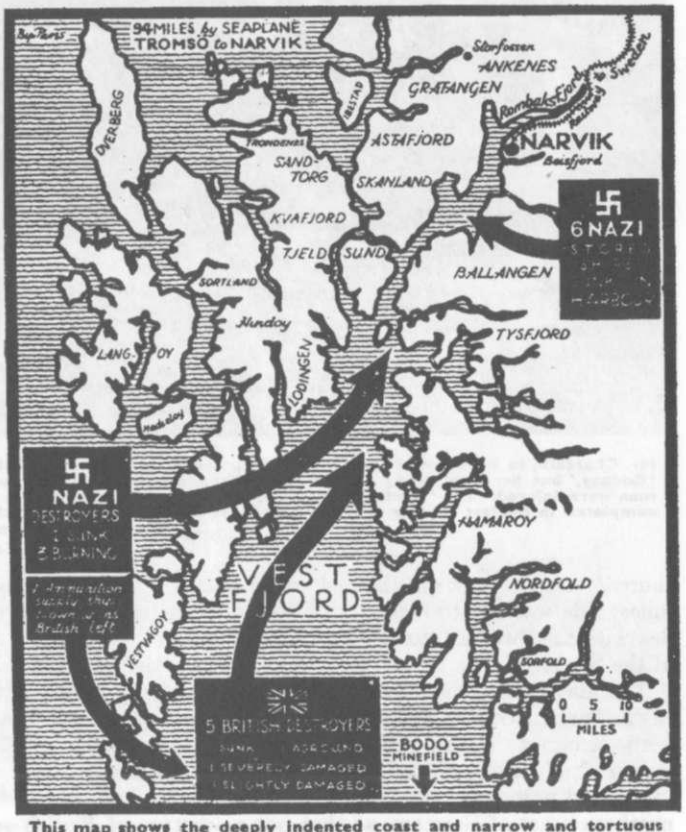
H.M.S. "Hardy," in which Captain Warburton-Lee led his flotilla of destroyers in Narvik fjord on April 10, is one of eight destroyers of the "Hero" class. Her displacement is 1,340 tons, and her wartime complement about 200 men.
Photos, Abrahams, Devonport, and Topical

But very shortly news of the coup reached the British Admiralty in London, and that same night orders were wirelessed to British destroyers who had already taken up their position blockading the Vest Fjord, the great stretch of water a hundred miles long which leads up to Narvik from the open sea. These were to the effect that the destroyers should attack the enemy and in particular destroy the store ships in which their soldiers had been smuggled up the Norwegian "corridor." When the Admiralty learned, however, that there were six German destroyers and a U-boat in the fjord, and that it was to be expected that the Germans had landed a number of guns, they communicated afresh with the commander of the British destroyers. To quote from Mr. Churchill's statement in the House of Commons on April 11, "from all we heard at the Admiralty late on Tuesday night, we thought the operation so hazardous that at 1 o'clock in the morning (Wednesday, April 10) we told the captain of the destroyer flotilla that he must be the sole judge of whether he would attack or not, and that we would support him whatever he did and whatever happened."

Back came the reply, "Going into action," and the destroyer commander—Captain B. A. W. Warburton-Lee—entered the fjord with his five destroyers and attacked the enemy forces. There followed an action which was described by Mr. Churchill as being "worthy of any of the records which are preserved with such respect in the long history of the Navy." Half the combatant vessels were knocked out on each side. H.M.S. "Hunter" was sunk and H.M.S. "Hardy" was so severely injured—gallant Captain Warburton-Lee was killed on her bridge—that she had to be run ashore and so became a wreck. (Forty or fifty of the "Hardy's" crew took to their boats and were last seen rowing ashore as though "they were starting off on a little military expedition of their own.") H.M.S. "Hotspur" received serious damage, and H.M.S. "Hostile" slight damage. Only the fifth destroyer, H.M.S. "Havoc," was untouched. "After a most determined action," as Mr. Chamberlain described it, against superior forces with larger and more modern ships, and in the face of gunfire from the shore, the damaged "Hotspur" withdrew under cover of the other two destroyers. "The enemy appeared in no condition to attempt pursuit," said the Premier—and, it transpired, with good reason, for one of the German destroyers had been torpedoed, believed sunk, and three others had been heavily hit and were left burning. Six German supply ships were also sunk by the daring destroyers.

Nor was this all. As the "Hostile" and "Havoc" escorting their wounded comrade emerged from the fjord, they encountered the German cargo ship "Rauenfels" full of reserve ammunition with which, Mr. Churchill suggested, the Nazis had intended to turn Narvik into a kind of Sevastopol or Gibraltar. This vessel was blown up.

Captain B. A. W. Warburton-Lee, who was killed leading the very gallant attack on Narvik, had spent a great part of his 32 years' service in the Royal Navy in destroyers.



This map shows the deeply indented coast and narrow and tortuous waters through which the ships taking part in the operations against Narvik had to pass. It also indicates Rombaks fjord, where the magnificent destroyer action of April 13 was completed. A section of the Lufea-Narvik iron-ore railway is shown. *Courtesy, "Daily Express".*

'Vigorous, Daring and Skilfully Conducted Action'

Rombaks Fjord, a small inlet between eight and nine miles long behind Narvik, where three Nazi destroyers were sunk on April 13.

Two survivors of the destroyer "Hardy" which ran ashore during a dawn attack on German ships in Narvik Fjord on April 10.
Photos, "The Times" and G.P.U.

So ended the first chapter; the second was soon to be written. After the British destroyers withdrew on Wednesday, April 10, the enemy was closely blockaded in Narvik Fjord, and by the following Saturday preparations had been completed for a further attack—this time in overwhelming force.

"This morning at about noon," read the official Admiralty communiqué issued late that evening, "H.M.S. 'Warspite,' accompanied by a strong force of destroyers using mine-sweeping and other appliances, advanced up the fjord to attack the German destroyers, some of them already injured, who were sheltering in the harbour, and also to engage any shore batteries which might have been erected."

Vice-Admiral Whitworth, who had hoisted his flag in the "Warspite," commanded the attack, which, despite what was described as "remarkably severe" enemy opposition, was extremely successful. A field howitzer which had been mounted ashore by the Nazis was first put out of action by the fire of H.M.S. "Cossack"—a name of evil omen to the Nazis. "Four German destroyers were shattered and sunk in Narvik Bay," it was stated; "three others fled up the Rombaks Fjord, a small inlet eight or nine miles long behind Narvik town. These were also pursued, engaged, and destroyed."

"This destruction of seven of the enemy's destroyers," announced the Admiralty, "was not achieved without some loss. Three British destroyers were damaged in the fight, but not seriously, and the British loss of life is believed to have been very small. No estimate can be made at present of the German losses, but the seven destroyers must have contained over a thousand men." Commodore Bonte, commander of the flotilla, it was stated by the German Admiralty, was killed.

The Admiralty signalled their congratulations to the Commander-in-Chief, Admiral Sir Charles Forbes, to Vice-Admiral Whitworth, and to the officers and men engaged in "this vigorous, daring and skilfully conducted action, which may well tend to clarify the situation on this part of the Norwegian coast."

Two days later the Norwegian Government in a message to their people announced that the first signs of the help for Norway which the Norwegian Government had asked the British and French Governments to provide was the recapture of Narvik and the country around it. Thus it was clear that, as M. Reynaud declared, the Germans would not get another ton of iron ore from this Atlantic port.

After Germany had invaded Scandinavia to ensure the supplies of iron-ore, the Nazi newspapers now did their best to convince the people that Narvik had lost its economic importance since the railway to Sweden had been destroyed on the first day of the war, and strategically it was useless, being "right outside the British-German combat area"!

Vice-Admiral Whitworth (centre) hoisted his flag in the old "Warspite" (above) and commanded the attack on Narvik on April 13. The "Warspite" was in the Battle of Jutland in 1916.
Photos, Elliott & Fry and Associated Press

Denmark's First Days of Nazi Occupation

All the civilized world learnt with sorrow of Denmark's overrunning by the Nazi war machine, but it had long been realized that her position on the very fringe of Hitler's Reich was precarious in the extreme. An account of the little country is given in page 264 of our present volume.

GERMANY'S invasion of Denmark was a thoroughly well-planned affair. Some 40,000 troops were employed, and each detachment marched straightway to its goal. The first units crossed the frontier at 4.30 on the morning of April 9, and an hour and a half later the Danish authorities, military and civil, had decided that resistance was futile and should cease at once. Denmark's army, it may be recalled, numbers only some 7,000 men.

Mr. Charles Howard Smith, our 52-year-old Minister in Copenhagen, was arrested by the Nazis when they occupied Denmark on April 9. A few days later he was released and returned to England.
Photo, Planet News

"There was little or no resistance," General Kaupisch, the commander of the invading army, told a body of foreign newspaper correspondents a few days later; "the Danes had only ten killed and a few wounded, the Germans one killed and ten wounded." An announcement from the Danish Ministry of Defence broadcast on the Danish radio stated that there had been fighting in South Jutland at Sonderborg, Aabenraa, Toender, and Haderslev. In Copenhagen, members of the Royal Guard at the palace of the Amalienborg were reported to have fired on the approaching Nazis, but their resistance in the square in front of the palace was soon overcome. The Danish military aerodrome at Vaerloese was bombed, and only one Danish 'plane was able to take off to engage the horde of Nazi bombers which filled the sky. Riddled with machine-gun bullets it soon crashed to the ground.

Even this resistance, slight as it was, was believed to be contrary to a decision taken by the Danish cabinet on the preceding evening when they first became aware of the menace that was looming up to overwhelm them. Leaflets rained down from German 'planes and handed out by the advancing troops and by Nazi sympathizers urged the soldiers and people of Denmark not to resist, for the German troops had come merely to protect them from a British invasion planned by Mr. Churchill!

That some of the people, at least, thought that their country's capitulation was not in accord with her glorious past is evidenced by an appeal made to the Danish public by the Prime Minister, Herr Stauning, on the evening of April 12.

'Danish Forces Did Their Duty'

He appealed to them "to refrain from shouting insults to officers and men of the Danish army in the street," ran the report on the Copenhagen wireless; "the public must realize that the Danish Army forces did their duty when the German troops invaded Denmark. There is no reason for resentment against the Army. The troops which occupied our country on Tuesday met with resistance until the Government decided to submit to the German occupation."

One of the most dramatic accounts of the invasion was that given by the British Minister in Copenhagen, Mr. Howard Smith, on his arrival at The Hague on April 14. He was awakened about 5 a.m. on April 9 by the sound of squadrons of aeroplanes flying low above the housetops. Between eight and nine a party of German soldiers with fixed bayonets, guided by an agent of the Gestapo in plain clothes, forced their way into the Legation and roughly marshalled all the occupants to the front door, where they were kept under guard while the intruders made a thorough search of the Chancery. Then Mr. Howard Smith and his wife were ordered at the point of a bayonet to get into a car while his staff were bundled into two lorries, and the whole party were driven off to some barracks, where they were forced to remain until 1 o'clock, when they were allowed to return to the now ransacked Legation. There they remained under supervision until the American Minister had managed to arrange for their departure for Holland.

Once they had assured themselves of the possession of the whole country the invaders did their best to ingratiate themselves with the populace, and, indeed, strove to render the occupation as inconspicuous as possible. After the first day few German troops were to be seen, and not a single swastika flag was in evidence. In the daytime the appearance of Copenhagen was much the same as usual.

Some of the party of diplomatic staffs which arrived in The Hague from Copenhagen on April 14 were said to have remarked on the "lightheartedness" with which the Danes had seen their country pass out of their possession, and they professed to discover a marked contrast between the nonchalance of the Danes and the obvious alertness of the Dutch who were then standing on guard.

Other observers, however, reported that the Danes were sick at heart and hoping and praying for the day when they would again be masters in their own house. King Christian, they said, still rode his horse through the streets of Copenhagen in the hope of lightening the burden of despondency which had settled on his people, but no one who saw his face, tragic in its tenseness, could have any doubt concerning his personal reactions to that which had come upon his country.

In 1939 Denmark accepted Hitler's offer of a non-aggression pact—the only country to do so. Here are M. Zahle, the Danish Minister (right), and Von Ribbentrop (left) signing the pact on May 21 of that year; ten months later came the German invasion.
Photo, Keystone

In a Few Hours Resistance Was at an End

At the palace of Amalienborg, near Copenhagen harbour, the Royal Guard resisted the Nazis who came to "protect" them. Above is a sentry of this corps in his Napoleonic uniform.

Here is one of the first original photographs of the German invasion of Denmark. It was taken in Copenhagen at the actual time of the Nazi occupation, and shows Danish officers taking orders from a German officer. All the parties concerned seem to regard the matter with some distaste.

Early in the morning of April 9, 1940 the quiet of the Danish countryside was disturbed by the thunder of Nazi tanks rushing along the roads. Above is a photograph wired from Denmark showing a German tank advancing along the road to Kolding.

At an important cross-road in Copenhagen (above) crowds collect in helpless silence to watch the German troops, who have piled their rifles, machine-guns and other equipment on the pavement. The anti-aircraft gun (right) is protecting a German motorized division advancing into Denmark.

Photos, Ward & Associated Press

'First Main Crunch of the War'

Eagerly anticipated, Mr. Winston Churchill's statement in the House of Commons on April 11 lifted a corner of the veil in which the naval operations off Norway were shrouded. He could not tell the whole story, but his instalment was as encouraging as thrilling.

MR. CHURCHILL began by saying that for several months past we had received information of large numbers of German merchant ships being fitted as transports and of numerous other vessels being assembled in the Baltic ports and also in the river mouths of the Elbe, but no one could tell when they would be used or against what peaceful country. . . .

In the small hours of Monday morning, he continued, we learned that Norway and Denmark had drawn the unlucky numbers in this sinister lottery.

Denmark had special reasons for apprehension, not only because she was the nearest and weakest of Germany's neighbours, but because she had a recent treaty with Germany which guaranteed her from all molestation and because she was engaged in an active commerce both with Germany and Great Britain.

The extraordinary configuration of the Norwegian western coast provides a kind of corridor or covered way, as everyone knows, through which neutral trade and German ships of all kinds, warships and others, could move through the Allied blockade within the territorial waters of Norway and Sweden until they were under the effective protection of the German home air force in Northern Germany.

There was no greater impediment to the blockade than this Norwegian corridor. It was so in the last war. It has been so in this war. The British Navy has been forced to watch an endless procession of German and neutral ships carrying contraband of all kinds to Germany which at any moment they could have stopped, but which they were forbidden to touch by those very same conventions of international law which Germany in this war, as in the last, has treated with the utmost perfect contempt.

It was only natural and right that his Majesty's Government should long have been extremely reluctant to incur the reproach of even a technical violation of international law. . . . But as deadly war deepened and darkened the feeling grew that it was placing an undue burden on the Allies to allow the traffic to continue.

It was intolerable to watch week by week ships passing down this corridor carrying iron ore to make shells which will strike down the young men of France and Britain in the campaign of 1941.

It was therefore decided to stop the loopholes which have caused us injury. It was therefore decided to make this traffic come out in the open sea. Every precaution was taken to avoid the slightest danger to neutral ships or any loss of life even to enemy merchant ships by the minefields which were laid and declared on Monday last at dawn.

The Nazi Government have sought to make out that their invasion of Norway and Denmark was a consequence of our action in closing the Norwegian corridor.

It can, however, undoubtedly be proved that not only had their preparations been made nearly a month before, but that their actual movement of troops and ships had taken place before the British and French minefield was laid. No doubt they suspected that they were going to be laid. It must, indeed, have appeared incomprehensible to them that they had not been laid before.

They therefore decided in the last week of March to use the Norwegian corridor to send empty ore ships northwards filled with military stores and German soldiers concealed below decks in order at the given moment to seize various ports on the Norwegian seaboard which they considered to have military value.

Norway's Example to Neutrals

EXPRESSING his profound sympathy with the Norwegian people, Mr. Churchill said :

We shall aid them to the best of our ability. We shall conduct the war in common with them, and we shall make peace only when their rights and freedom are restored.

But what an example this Norwegian episode is to other neutral countries ! What an example it is of the danger of supposing that friendly relations with Germany, or friendly assurances from Germany, or treaties of any kind, or friendly offices rendered to Germany, or advantages given to Germany—what a danger to suppose that any of these are the slightest protection against a murderous onslaught the moment it is thought by Germany that any advantage can be gained by her by so acting !

AFTER stating that Scapa Flow has again been made a secure base for the Fleet, the First Lord remarked :

The enemy has shown himself increasingly gun-shy on his attacks on Scapa Flow. This is hardly to be wondered at when the batteries, when reinforced by the powerful batteries of the Fleet, can deliver what is probably far the heaviest concentration of anti-aircraft fire in the world. . . . .

The Fleet was in instant readiness at Scapa Flow when on Sunday night news was received from the air reconnaissance which ranges over the whole of the North Sea that a German battle cruiser with a number of other cruisers, vessels and destroyers—quite a fleet—were out at sea and moving very swiftly northwards.

The Commander-in-Chief immediately put to sea to find them and bring them to action. At the same time, independent of this, a strong British naval force was approaching Narvik to lay a minefield off the Norwegian coast.

This is the man whom, according to the Nazis, they forestalled in invading Norway and Denmark ! Mr. Churchill is here seen leaving the Admiralty for a Cabinet meeting on April 11, 1940. *Photo, Central Press*

Loss of the 'Glowworm'

ON Monday morning, continued Mr. Churchill, the destroyer "Glowworm" saw first one, then two, enemy destroyers which she engaged. She then reported an unknown enemy ship before her to the northward.

These incidents came to us one by one at few minute intervals as they occurred, but the last message ended abruptly and we can only conclude that the "Glowworm" has been sunk by the greatly superior forces of the enemy.

The "Glowworm's" light has been quenched, but there is no reason why a large proportion of her crew should not have been saved if the ordinary humanity of fighting men, which is a different thing from the humanity of some Governments, had been practised by the enemy.

This chance encounter showed that the major element of the enemy's fleet were at sea . . .

Since then the fighting has been continued night and day without stop and is going on now—a widely dispersed but none the less general action between a large number of German ships and aircraft and such forces as we are able to bring to bear.

A great deal of what has taken place has been reported in the newspapers, and even more than has taken place, because, of course, we have not recaptured these ports on the Norwegian coast. . . .

DESCRIBING an enemy air attack on the Fleet off Bergen on Tuesday, April 9, Mr. Churchill said :

Two cruisers were slightly damaged by near hits, but these did not at all interfere with their work, and they are still with the Fleet at their stations.

One very heavy bomb hit the flagship "Rodney," but her very strong armour resisted the impact. She was not affected in any way by the explosion except that four officers and three men were injured. As far as the structure of our ships of war is concerned, this incident must be regarded as satisfactory.

On the same day April 9, on which the destroyer "Gurkha" was sunk by Nazi bombers, in the North Sea, some measure of revenge was taken by another destroyer, the "Zulu," which sank a U-boat off the Orkney Islands. The "Gurkha" and the "Zulu" were both destroyers of the "Tribal" class consisting of 16 ships of 1,870 tons. *Photo, Associated Press*

Highlights of Battle in the Norwegian Seas

The cruiser "Aurora" was subjected to five dive-bombing attacks, all of which were pressed with courage and all of which failed, but the destroyer "Gurkha" was hard hit, listed very heavily and sank after four and a quarter hours. The same afternoon the destroyer "Zulu" sank a German U-boat off the Orkneys.

MEANWHILE, far to the north, off Narvik, at daybreak on this Tuesday morning, the "Renown," one of our battle-cruisers, perceived the "Scharnhorst" and a 10,000-ton Hipper class cruiser in the distance, dimly, amid a snowstorm, a tempestuous day, the sea running very high and a gale blowing furiously, but our battle-cruiser opened fire at 18,000 yards and after three minutes the enemy replied.

The enemy almost immediately turned away, and after nine minutes the "Renown" observed hits on the forward superstructure of the German battle-cruiser. Thereafter her whole armament stopped firing. Later her after turret began to fire under local control.

The speed the battle-cruiser maintained was very great, and the "Renown" had to push up to 24 knots through very heavy seas breaking over her forward turrets and guns. After a further two minutes' firing a vertical column of smoke from what they call a possible second hit was observed upon the "Scharnhorst," which then turned quickly away and retired at highest speed.

During this period a shell had passed through our ship above the waterline without bursting. We had something like that in the case of the "Exeter." It seems to show that all the Nazi workmanship is not of a piece. A second shell went through the foremast and carried away the main aerial.

There were no casualties on board the "Renown." All the destroyers that were with her were unable to keep up with her in the heavy seas. The 10,000-ton German cruiser "Hipper" drew a smoke screen across the wounded "Scharnhorst" to cover her retreat. Both ships then retired at high speed, the "Hipper" firing broadsides from time to time. The firing became intermittent.

Snowstorms were sweeping across the sea, which was running very high, and in the end we must regret to say they succeeded in leaving us. Firing finally ceased at 29,000 yards, when they became quite invisible.

These men, members of the crew of the 26,000-ton Nazi battleship "Scharnhorst" were photographed on board just before she sailed for those Norwegian waters where she met the "Renown." The unexpectedly quick breaking off of the fight, coming a few months after the news that the crew of the "Admiral Graf Spee" mutinied just before she was scuttled, lent weight to the suggestion that all is not well with the morale of the German Navy.
Sport & General

AFTER describing the gallant attack by British destroyers on Narvik, which is fully dealt with in page 426, Mr. Churchill mentioned the successes of the R.A.F. and the Fleet Air Arm ("who came on the scene for the first time in this war") in attacking enemy cruisers at Bergen and Trondheim. He went on:

Hitler has effected lodgments at various points on the Norwegian coast and has felled in a single hammer blow the peaceful country of Denmark. But now we shall take what we want from this Norwegian coast, which will increase enormously the efficiency of our blockade.

We are also at this moment occupying the Faroe Islands, which belong to Denmark, a strategic point of great importance, and whose people have received us with warm regards.

The question of Iceland needs further consideration, because Iceland is, as it were, a Dominion of the Danish Kingdom. But I can say that no German will be allowed to set foot on there with impunity.

It is the considered view of the Admiralty that we have greatly gained by what has occurred in Scandinavian and Northern waters in a strategic and military sense.

I consider that Hitler's action in invading Scandinavia is as great a strategic and political error as that which was committed by Napoleon in 1808 when he invaded Spain.

Hitler has violated the integrity of virile people dwelling in a large expansive country. By this he has almost doubled the efficiency of our blockade.

Everyone must recognize the extraordinary decision and the reckless gambling which has flung the whole German Fleet out on the open savage seas of war as if it was a mere counter to be cast away for a particular operation. We and the French are far stronger than the German Navy. We have enough to maintain the control of the Mediterranean, and at the same time we carry on operations in the North Sea.

All German ships in the Skagerrak and Kattegat will be sunk, and by night all ships will be sunk as opportunity serves. We are not going to allow the enemy to supply their armies and cross these waters with impunity.

Up to the present a dozen ships have either been sunk or captured either in the Skagerrak or Kattegat, or in other parts of the North Sea, or in attempting to bring supplies to the forces at Narvik. The Norwegian batteries have had their successes, and we must consider the German Fleet crippled in important respects.

We have probably arrived at the first main crunch of the war, and we feel or find no reason in the facts that have just happened and still less in our hearts, to fear any future trial that may lie before us. . . .

France's Premier on 'The First Great Battle With Germany'

THE first great battle between the Germans and the Allies is a naval battle. The battle has been won by the Allies, said M. Reynaud, speaking in the Senate on April 16.

The first result of the battle is a wholesale mutilation of the German fleet. The second is that the iron ore supplies have been cut off. . . .

The third result of the Narvik battle is that Germany will have to fight on a new front. The Allied forces have in part disembarked and are now being reinforced. They will be the comrades of the Norwegian armed forces and will fight by their side.

The fourth result is an immense moral setback for Germany. Hitler becomes more and more steeped in crime, besides having made the mistake of supposing that no small neutral would dare to resist his threats.

Faced with these violations, civilized opinion is asserting itself. Imagine what all United States citizens of Scandinavian origin are thinking.

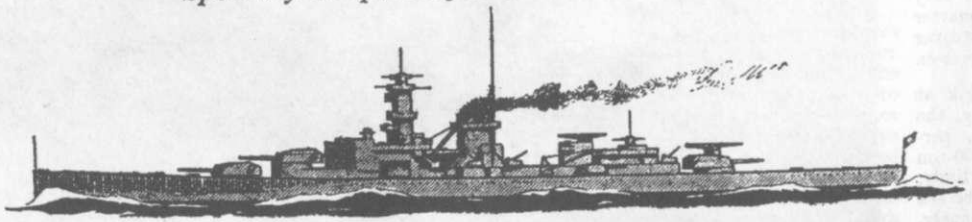
When a great voice is raised in the world like that which, from the White House yesterday, branded the abuse of force, nobody asks who is meant. . . .

Nobody any longer will deny the magnificent contribution of the British people to the common fight.

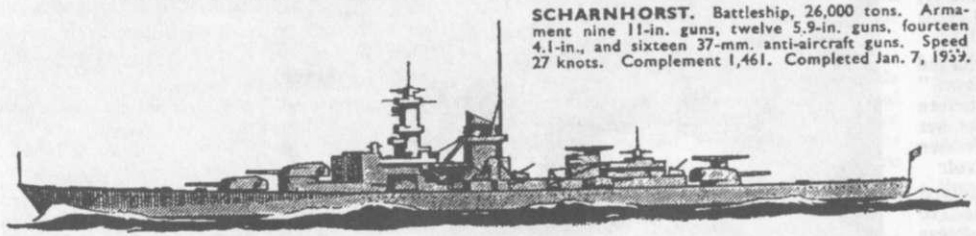
In Nine Days of War in Scandinavia's Seas a Whole Fleet of H

Scale Drawings of Germar Warships, Transports and Supply Ships Lost in Norwegian Waters, April 9-16

Specially Prepared for THE WAR ILLUSTRATED *by Laurence Dunn*

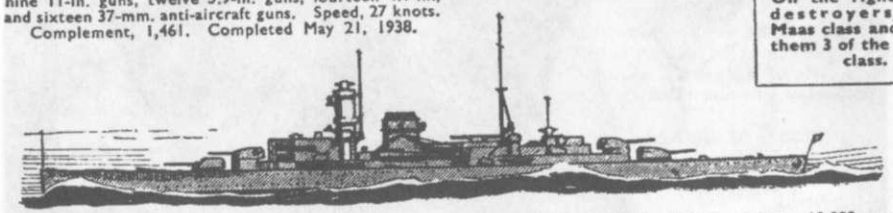


SCHARNHORST. Battleship, 26,000 tons. Armament nine 11-in. guns, twelve 5.9-in. guns, fourteen 4.1-in., and sixteen 37-mm. anti-aircraft guns. Speed 27 knots. Complement 1,461. Completed Jan. 7, 1939.

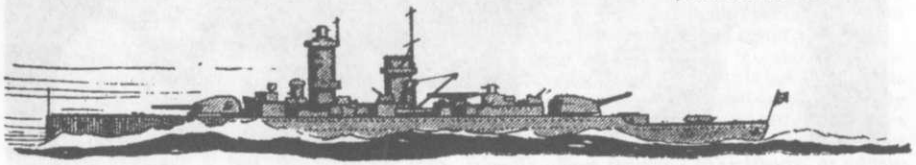


GNEISENAU. Battleship, 26,000 tons. Armament, nine 11-in. guns, twelve 5.9-in. guns, fourteen 4.1-in., and sixteen 37-mm. anti-aircraft guns. Speed, 27 knots. Complement, 1,461. Completed May 21, 1938.

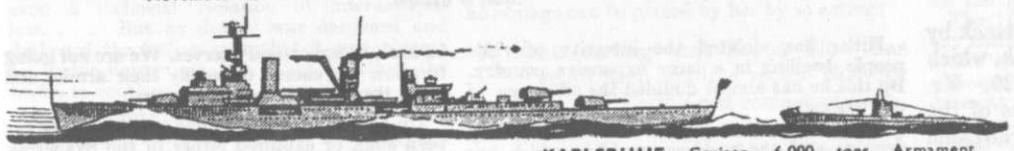
On the right are 6 destroyers of the Maas class and below them 3 of the Roeder class.



BLUECHER. Heavy cruiser, 10,000 tons. Armament, eight 8-in. guns, twelve 4.1-in., and twelve 37-mm. anti-aircraft guns. Speed, 32 knots. Completed August 1939.

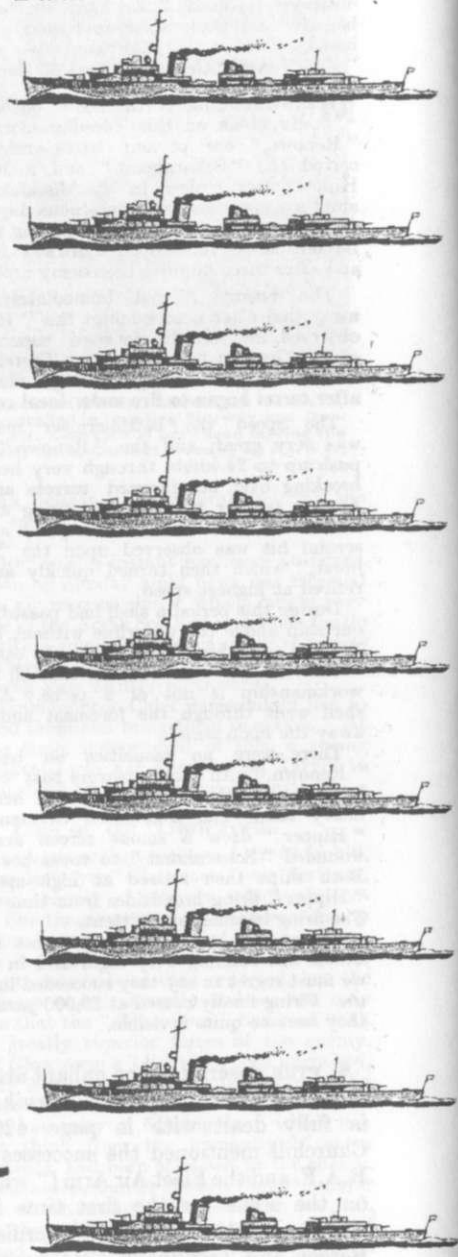


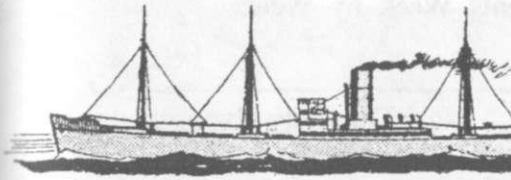
ADMIRAL SCHEER. "Pocket" battleship, 10,000 tons. Armament, six 11-in. guns, eight 5.9-in. guns, six 4.1-in. and eight 3-pdr. anti-aircraft guns. Speed, 26 knots. Carries a complement of 926. Completed November 12, 1934.



KARLSRUHE. Cruiser, 6,000 tons. Armament, eight 5.9-in. guns, six 3.5-in. and eight 3-pdr. anti-aircraft guns. Speed, 32 knots. Complement, 571. Completed autumn, 1929. One U-boat was also sunk in the week April 9-16.

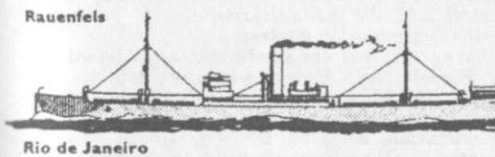
A Light Cruiser (below), probably of the same class as the "Karlsruhe."



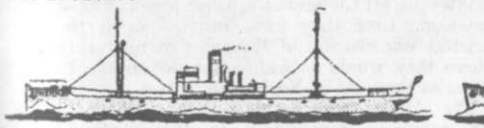


Main

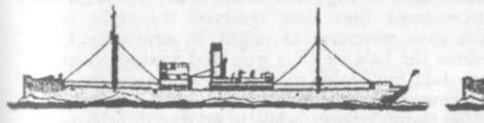
Rauenfels

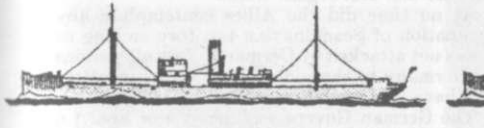


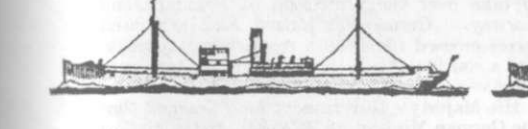
Rio de Janeiro



Kreta

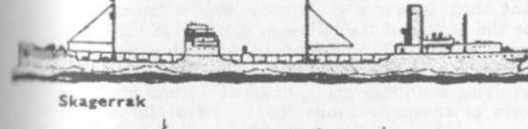






Kattegat

Skagerrak



GERMAN LOSSES IN WARSHIPS

IN COMMISSION AT BEGINNING OF WAR	LOST
Battleships 5	1
Heavy Cruisers 2	1
Light Cruisers 6	1
Destroyers 22	10
Torpedo Boats 16	1
Submarines 57	1
Minelayers 3	1
Minesweepers 40	1
Auxiliaries 20	1

WORDS THAT HISTORY WILL REMEMBER

Extracted from Authoritative War Speeches and Statements Week by Week

(*Continued from page 402*)

Allies Take Steps Against Nazi Piracy

Monday, April 8, 1940

British and French Governments in a broadcast statement :

1. In recent weeks the German campaign against the merchant shipping of all nations has been intensified and pursued with even greater brutality than before. The number of neutral ships destroyed by German action is now well over 150, and the number of neutral lives lost is nearly 1,000. These attacks have been carried out in almost every case in defiance of the recognized rules of war, frequently in circumstances of the greatest barbarity, and on many occasions without the slightest justification for interference of any sort with the ship. . . .

2. While in recent weeks the greatest losses have fallen upon neutral shipping, British and Allied vessels have also suffered from the adoption of this policy of destruction, a new development of which is the bombing from the air of British and neutral trawlers and fishing-boats and the machine-gunning of their crews. . . .

Even lightships, the object of which is to protect shipping of all nations and which are by international usage treated as non-combatants, have been with their crews ruthlessly attacked by bombs.

3. It is a fact deserving of constant emphasis that these German attacks have been deliberately aimed at the destruction of neutral lives and property, and it is abundantly clear that the purpose behind them is pure terrorism.

The Allies, on the other hand, have never destroyed nor injured a single neutral ship or taken a single neutral life. On the contrary, they have not only saved the lives of many innocent victims of these German outrages, but they have also not failed to rescue from drowning German airmen and submarine crews who have been guilty of the inhumanities in question.

When Illegalities Become Lawful

4. The position is therefore that Germany is flagrantly violating neutral rights in order to damage the Allied countries, while insisting upon the strictest observance of rules of neutrality whenever such observance would provide some advantage to herself.

International law has always recognized the right of a belligerent, when its enemy has systematically resorted to illegal practices, to take action appropriate to the situation created by the illegalities of the enemy. Such action, even though not lawful in ordinary circumstances, becomes, and is generally recognized to become, lawful in view of the other belligerent's violation of law.

The Allied Governments therefore hold themselves entitled to take such action as they may deem proper in the present circumstances.

5. The Allied Governments have observed that a heavy proportion of the losses inflicted upon neutral countries both of human life and in material has fallen upon the Norwegian Mercantile Marine.

Yet while the German Government repeatedly sink Norwegian shipping and murder Norwegian seamen they continue to demand from the Norwegian Government the fullest use of Norwegian territorial waters for their own commerce, and the Norwegian Government has even felt obliged to provide armed escort in these waters for German ships, while unable to take effective action against German brutality on the high seas, of which their own vessels have been the victims.

6. Whatever may be the actual policy which the Norwegian Government, by German threats and pressure, are compelled to follow, the Allied Governments can no longer afford to acquiesce in the present state of affairs by which Germany obtains resources vital to her prosecution of the war, and obtains from Norway facilities which place the Allies at a dangerous disadvantage. . . .

7. His Majesty's Government in the United Kingdom and the French Government have accordingly resolved to deny the continued use by the enemy of stretches of territorial waters which are clearly of particular value to him, and they have therefore decided to prevent unhindered passage of vessels carrying contraband of war through Norwegian territorial waters.

They accordingly hereby give notice that the following areas of Norwegian territorial waters have been rendered dangerous to navigation on account of mines. Vessels entering these areas will do so at their peril. . . .

Germany's Note to Her Latest Victims

Tuesday, April 9

German Government in a Memorandum to the Danish Government (similar Note transmitted to Norwegian Government) :

. . . The Government of the Reich is in the possession of documents proving that Britain and France had intended to occupy certain districts of the Northern States within the next few days. The Northern States have not only offered no resistance to these activities, but have allowed measures to be taken without proceeding to any appropriate counter-measures. The German Government was bound to assume that the Danish Government would adopt a similar attitude. But even if Denmark had been determined to adopt appropiate counter-measures, the Government of the Reich is well aware that the Danish forces are not adequate to furnish resistance in the event of Franco-British aggression.

In this decisive phase the German Government cannot passively sit back and watch how the Western Powers would turn the Northern countries into a theatre of war against Germany. The German Government is not willing to wait and put up with this situation. The German Government has therefore given orders to begin certain operations which will lead to the occupation of certain points of strategic importance on Danish territory.

The German Government hereby undertake the protection of Denmark for the duration of the war. The Government of the Reich is, moreover, determined from now on to defend Denmark with all adequate measures against Franco-British attacks. . . .

This protection by the German forces is the only conceivable security for the Scandinavian countries for the defence of their territories, so that these territories may not become theatres of war and the arena of the most terrible operations in the present war.

The Government of the Reich expect the Danish Government and the Danish people to understand the German procedure, and expect them not to offer any resistance. Any resistance that might be made will be broken and must be broken by all means, and such resistance would therefore only lead to needless bloodshed.

In view of the traditional good relationship between Germany and Denmark, the German Government assure the Danish Government that Germany does not intend by these measures to destroy Denmark's territorial integrity and independence either at the present moment or in the future.

Nazi Duplicity Exposed to the World

MR. CHAMBERLAIN in a speech in the House of Commons :

As the House will be aware, Germany has today invaded Denmark and Norway. Ever since the beginning of the present war she has attempted to dominate Scandinavia and to control both the political and economic policy of the Scandinavian States. . . .

As was pointed out in the statement issued by His Majesty's Government yesterday, the German Government have claimed and exercised the right to destroy neutral, and particularly Scandinavian, ships on the seas around this country by all the means in their power, but at the same time they have insisted upon the strictest observation of the rules of neutrality where they would provide some advantage to them, as they did in Norwegian waters.

The Allies then decided that they could not acquiesce indefinitely in this state of affairs, and, having given notice to the Norwegian Government that they reserved the right to take such measures as might be necessary to redress the balance thus weighted against them, they laid minefields in Norwegian waters so as to prevent the unhindered passage of German traffic through them, while in no way interfering with normal Norwegian trade.

At no time did the Allies contemplate any occupation of Scandinavian territory so long as it was not attacked by Germany. Any allegations by Germany to the contrary are pure invention, and have no foundation in fact.

The German Government have now issued a statement to the effect that they have decided to take over the protection of Denmark and Norway. German motorized and armoured forces crossed the Danish frontier at daybreak, and a considerable area of Danish territory is in German occupation. . . .

His Majesty's Government have learned that the German Minister at Oslo early today made a formal demand for the surrender of Norway to Germany, and stated that in the event of refusal resistance would be crushed. This demand was, of course, immediately refused by the Norwegian Government. . . .

Invasion Planned Well in Advance

It is asserted by the German Government that their invasion of Norway was a reprisal for the action of the Allies in Norwegian territorial waters. This statement will, of course, deceive no one. So elaborate an operation, involving simultaneous landings at a number of ports of troops accompanied by naval forces, requires planning long in advance, and the information now coming to hand clearly indicates that it was not only planned but was already in operation before the mines were laid in Norwegian waters.

The facts of the German operation which are becoming public property suffice in themselves to prove what I have just said. It is reported that Trondheim, among other places, has been invaded by German armed forces this morning. The distance of the nearest German port, Cuxhaven, to Trondheim, is nearly 700 miles, and assuming that the expedition started immediately after the announcement of the mining operation within Norwegian territorial waters, they could not yet have arrived.

It remains to say that his Majesty's Government at once assured the Norwegian Government that, in view of the German invasion of their territory, his Majesty's Government have decided forthwith to extend their full aid to Norway, and have intimated that we will fight in full association with them. . . .

Swift, Overwhelming Force Coerced the Danes

These German troops are marching through the streets of a Danish town during the invasion. The men with top hats are sweeps, that headgear being traditional in Denmark for their calling.

The Nazi invasion of the mainland of Denmark was achieved simply by marching troops across the frontier from the German province of Schleswig into Denmark. Troops to occupy Copenhagen, which stands on the islands of Zealand and Amager, were carried in transports. Centre, one of them is alongside the quay. Above, a long German transport column usurps a highway on the mainland. The officer on the left is keeping watch for possible interruption from the air.

Photos, Wide World, Associated Press and Planet News

On The Fringes of The War: Bulgaria

By no means the least interesting of the countries of the Balkan Peninsula is Bulgaria, and here we read of the land and its people, its past history, its present state, and its unsatisfied hopes.

NOT for nothing are the Bulgarians called "the Spartans of Europe." They are peasants working from dawn to dusk on their little holdings, and their food is black bread, cheese made from sheep's and goats' milk, garlic, maize, and sour milk. Sometimes they have meat and eggs, and on Sundays and feast-days they make merry with vodka. Their frugal ways—as an illustration, the villagers when they go on a journey often carry their shoes so as to save wear and tear on the leather—are partly the result of an inborn parsimony, but for the most part they are due to a real poverty.

For Bulgaria is poor in most of the things which bring riches to a modern country. About two-thirds of her area of just under 40,000 square miles are taken up by forest and mountain, but there are large tracts of agricultural land on both sides of the Balkan chain, in the plains sloping down to the Danube in the north and in the Maritza valley to the south. In these areas the great bulk of her population of some six millions have their homes. Rather more than five millions are Bulgarians by race and members of the Bulgarian branch of the Greek Orthodox Church; the remainder is made up of some 800,000 Moslem Turks (descendants of the people which for centuries was the predominant race), and a few thousand other Slavs and Jews.

Eight out of ten of the present-day Bulgarians derive their living from the land. For the most part their agriculture is of a very primitive description, although the Government is untiring in its efforts to raise the standard. There are no large estates, and few of the holdings exceed six acres. A hundred thousand acres are under tobacco; and another interesting crop is that of roses, which are distilled into attar of roses. Some 15,000 acres, principally near Plovdiv and Stara Zagora, are devoted to the rose crop. Among the other products are cotton, beet sugar, fruit and vines. The country is believed to be rich in minerals, and there are some mines of soft coal, e.g., at Pernik, which are owned and worked by the State.

Despite its small size Bulgaria has a number of considerable towns. The capital and chief commercial centre is Sofia, with a population of some 300,000. Next comes Plovdiv (Philippopolis) with a population of 100,000. Varna (60,000) and Burgas (36,000) are the country's chief ports on the Black Sea. Ruschuk (50,000) is the chief port on the Danube.

Spartans in life, the Bulgarians also possess the old Spartan military virtues.

Sofia, Bulgaria's capital, is not a large city, having only just over 300,000 inhabitants, including the suburbs. The pride of the capital is the Parliament (Sobranje) Place, in which are the principal buildings seen above—(1) the Parliament House and (2) the Foreign Office, while farther back is (3) the Grand Hotel Bulgaria. *Photo, Keystone*

King Boris III of Bulgaria, who succeeded to the throne when his father abdicated in October 1918, is said to be the poorest sovereign in Europe, for his civil list amounts to only £12,000 a year. His tastes, however, are simple, and his uniforms are often shabby. His hobby is driving locomotives, and he is seen right in the cab of one drawing the Sofia express to the Turkish frontier. Left is a map showing Bulgaria's present limits and her territorial claims in the Balkans. *Photos, E.N.A. & Keystone*

Land of Spartans Who Nurse a Grievance

They make excellent soldiers, and their history bears the record of many a battle hardly won or as hardly lost. Hundreds of years ago there was a great Bulgarian empire in south-east Europe, but this was given its deathblow at the bloody battle of Kossovo in 1389, when the Turks under Sultan Murad I crushed the combined armies of Serbs and Bulgars.

From that date until early in the 19th century the Bulgarians were unknown among the nations of Europe. The Crimean War reawakened their national spirit, and the Bulgars learnt to find in Russia their "Big Brother." In 1876 there were risings against the Turks, and two years later a principality of Bulgaria was constituted under Turkish suzerainty. In 1908 complete independence was declared, and the then Prince, Ferdinand of Saxe-Coburg and Gotha, assumed the title of Tsar of the Bulgarians.

The years that followed were big with change. In 1912 the Bulgarians, allied with the Serbs and Greeks, declared war against the Turks and pursued them almost to the gates of Constantinople; but the allies fell out over the division of the spoil, and in the Second Balkan War in 1913 Bulgaria was forced to cede the Southern Dobruja to Rumania; she retained, however, an outlet on to the Aegean at Dedeagatch. In the next year came the Great War, and Bulgaria was again on the losing side. In 1918 she surrendered, and by the Treaty of Neuilly of 1919 lost her Aegean outlet.

Tsar Ferdinand abdicated in 1918, but the "Old Fox" is still living in Germany. He was succeeded by his son, the present King Boris III—Boris I and Boris II flourished over a thousand years ago—who was born in 1894 and married in 1930 the Princess Joanna, daughter of the King of Italy. His throne is no bed of roses, for in Bulgaria politics and politicians are all and more than we expect to find in Balkan romances. Corruption and jobbery have been rife, and assassinations frequent. From 1934 to 1938 the National Assembly, the Sobranje, was in suspense and King Boris ruled as virtual dictator. The present Sobranje was elected in January last, and the Premier is Prof. Bogdan Filoff.

As a result of her losses in the Great War period, Bulgaria ranks among the dissatisfied Powers of Europe, and, in particular, she has a grievance against Rumania over Southern Dobruja, whose population includes nearly 150,000 Bulgarians. The 2,956 square miles of Southern Dobruja represent nearly 8 per cent of Bulgaria's present territory, and over 12 per cent of her arable land. Bulgaria wants to get the Dobruja back, and because of this difference with Rumania she has refused to join the Balkan Entente. Today, as in the past, Bulgaria is naturally drawn towards Russia, but, on the other hand, she is on terms of friendship with Turkey across the Black Sea.

Certainly, in any consideration of the problems of south-eastern Europe, Bulgaria, with an army whose war strength is about half a million men, must find a prominent place.

Far-famed are the rose gardens of Bulgaria. The roses are picked by peasant girls, and their petals are boiled over an open fire and the aromatic oil collected to form the basis of attar of roses. The quantity and quality of the attar depend very largely on the weather prevailing at the time of blooming and gathering.

Monk, peasant, and soldier—here we have examples of three principal divisions of Bulgarian manhood. His garb declares the priest to be a member of a monastic community of the Bulgarian branch of the Greek Orthodox Church. The two peasants in the centre are wearing the ubiquitous astrakhan caps and are fondling their wine bottles of painted goatskin. On the right is a young cornet who is about to pass out from the war school at Sofia. His mien seems to bear out the Bulgarian army's reputation for efficiency and fighting spirit. *Photos, Mondiale*

Of All the Calls of the Army Day

Above : at battalion headquarters a mail—all of which will be welcome, for no bills will be among it—is being unloaded. Right, it is being taken to be sorted ; but the eager, outstretched hands will still have to wait a bit.

Sorting is the next stage in the distribution, and here we see N.C.O.s taking over the letters and parcels addressed to men in their platoons. From this photograph those who send parcels to the front can have the assurance that they arrive in excellent condition.

There Is None So Welcome as 'Mail Up'

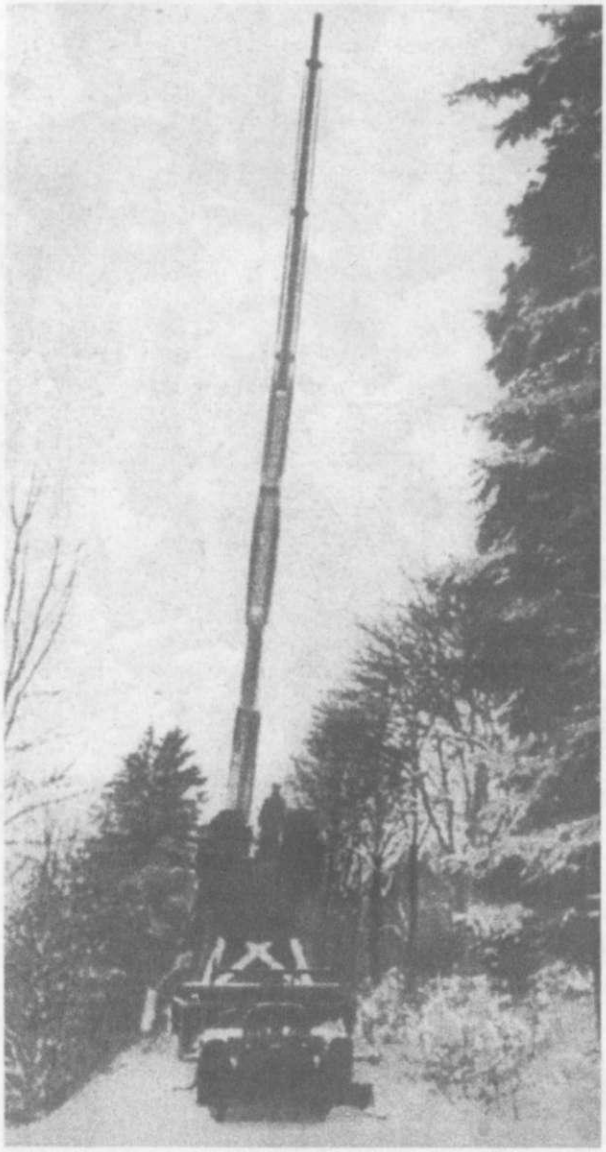
When the mails have been taken to the lines, distribution of parcels and letters to the men follows. Laughter and jokes greet the share out. There is no "line up," but a crowd of eager lads (right) add to the fun by joining in a mêlée to claim their own.

Photos in this and the facing page, British Official: Crown Copyright. Exclusive to THE WAR ILLUSTRATED

Below is perhaps the best moment of all—when letters are read. In this case evidently all the news is good news. The men in these photographs and in those in the opposite page are Seaforth Highlanders wearing battle dress. The handling of the whole of the mail both for troops at home and with the B.E.F. is done by the Army Post Office, photographs of which are reproduced in page 442 of Vol. I.

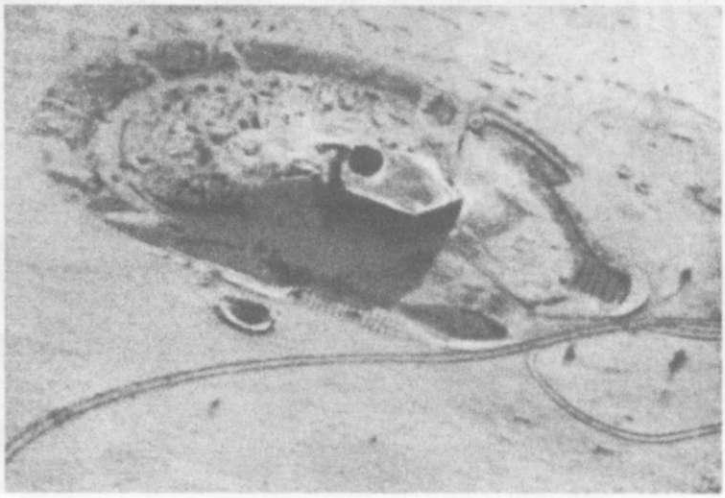
Waiting for the Fuehrer to Give the Word

In what is still "No-Man's Land" between the Maginot and Siegfried Lines there is on most days "nothing to report," but behind both lines there is intense activity in preparation for the great clash, which may come at any moment. The German troops, like those of the Allies, are constantly engaged in exercises. Left, light machine-gunners of the Nazi army taking part in manoeuvres; right, a German ammunition dump, in an old building behind the lines, is receiving crates of shells. *Photos, Wide World, Associated Press, and Planet News*



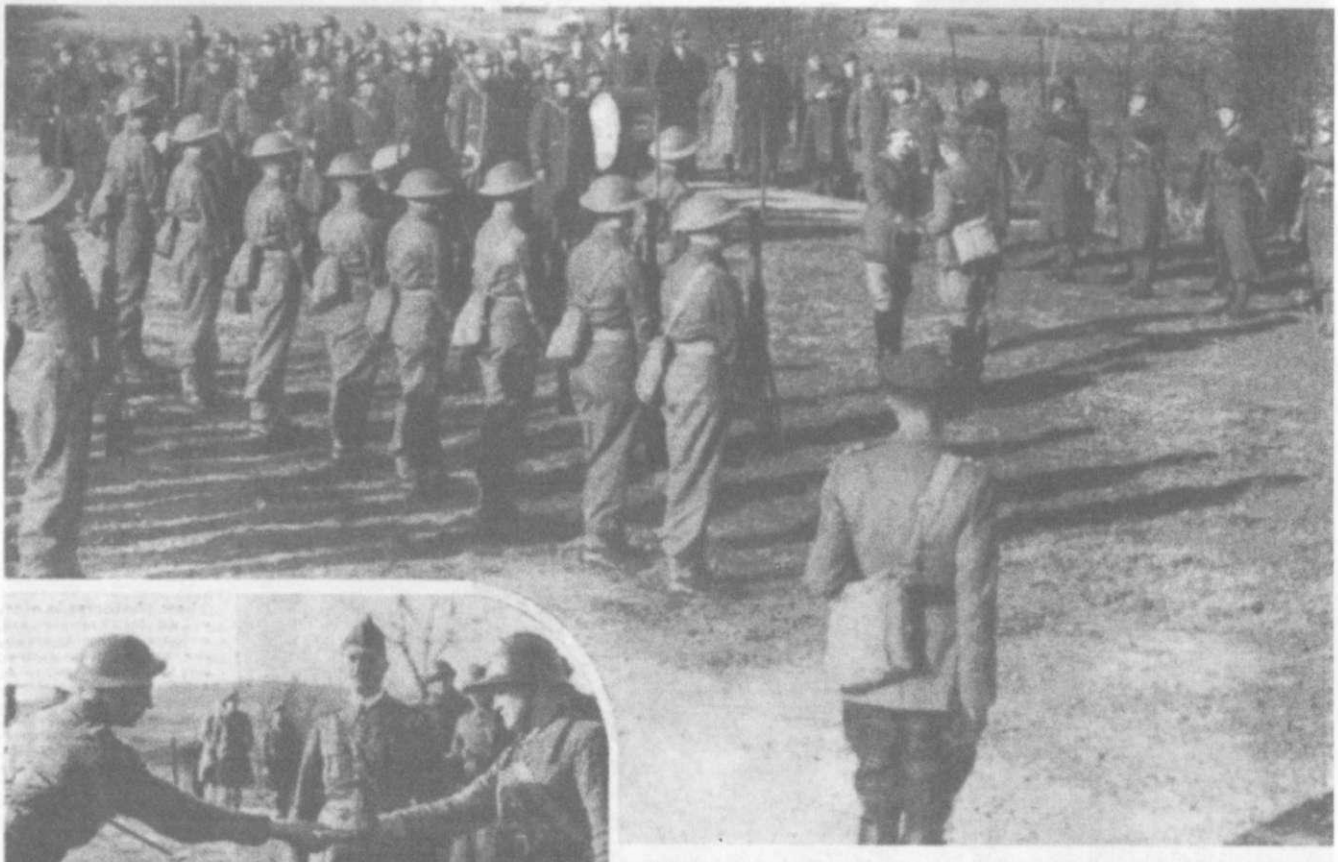
Germany is once more producing freak guns of great range, but, like Big Bertha of the last war, of doubtful military value. Here is one of them, nicknamed "Westerwallbreche"—"Giant of the Western Wall." An ingenious system of bracing prevents the long barrel from sagging.

This German aircraft is one of the observation 'planes engaged in noting the results of artillery fire. The photograph from the air reproduced below shows the entrance to one of the "strong points" that form the major part of the Nazi frontier defences. Running up to it is a light railway.



From Strength to Strength on the Western Front

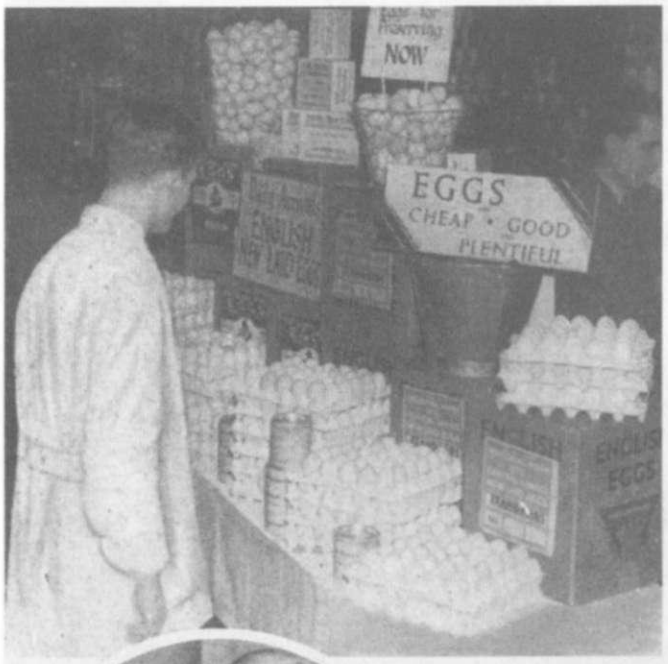
A Bren gun carrier of a cavalry regiment is seen camouflaged with fine netting and sheltered behind a bank in a riverside area in France. The crew have dismounted, and with their guns ascended to the top of the bank. In speed, mobility and in negotiating difficult country, the Bren gun carriers have horses beaten. Their worst enemy after enemy gunfire is deep mud.



With due ceremony the British take over a sector of the line previously held by their Allies. Above, British and French soldiers salute while their officers greet one another. Left, a French officer is handing over the keys of a block-house to a British officer.

Photos, British Official : Crown Copyright

Britain Has No Need for Food Parcels!



"ENOUGH food is stored," said Lord Woolton in a speech on April 5, "to make Hitler, if he were a sensible and level-headed man, begin to wonder." Yet some British subjects with friends in America have recently received small parcels of food to relieve the hunger from which, according to Nazi propaganda in the United States, all the inhabitants of the British Isles are suffering! The reply of one famous man was to send his benefactor photographs of British food shops amply stocked with foodstuffs.

These photographs of some of London's food shops show no special display arranged for propaganda purposes, but were taken when business was proceeding as usual. (1) The egg counter at a big store. (2) A display of fruit, mostly imported despite U-boats. (3) Lord Woolton, the new Food Controller. (4) The slab of a fishmonger's shop where there is a plentiful supply of nourishing food, none of which is rationed. (5) The meat department at a big store with no signs of "queueing-up."

Photos, Courtesy of the "Daily Telegraph."

I Saw Oslo Fall to the Germans

One of the few Englishmen to see the Germans march into Oslo and get out of the country with his story was W. F. Hartin, the "Daily Mail" correspondent. Here is his dramatic account of the scenes of terror and pathos he witnessed.

With German bombers wheeling overhead like birds of prey, the rattle of machine-gun fire on the outskirts of the town, and the heavy thud of bombs echoing down the fjord, I stood in one of the main streets of Oslo on April 9 with the capital's bewildered crowds, who were sheltering in the doorways and flattening themselves against the walls.

With a piercing crescendo of noise a great four-engined machine dived right over the housetops and streaked skywards again, her tail-gun covering the length of the street.

I had crossed the frontier from Sweden only 20 hours previously on my way to Oslo. It was then that I got the first hint of what was happening.

The Norwegian guard came to me saying: "Had you not better leave the train, sir?"

He told me that the Germans had landed at Moss, 20 miles from Oslo on the east side of the fjord, and that their ships were in the fjord and their 'planes had bombed the airport.

Everyone in the train was awake. "That cannot be true," they all said; "where are the British?"

At Fetsund, 20 miles from Oslo, there was no more doubt about it.

The train was halted. As we stepped on to the little wayside platform we could see the German bombers wheeling over the long wooded ridge, diving behind it.

Black puffs of anti-aircraft fire pitted the sky for the whole length of the ridge. The thud of bombs, the rattle of machine-guns echoed back to us from far away.

They were bombing Kjeller, the Norwegian military air base. Suddenly, her engines screaming, a Dornier "Flying Pencil" whisked just over the station to have a good look at us.

Everyone instinctively scattered. Only the perplexed guard of the train kept on at his task of trying to find out why we were unable to move.

The minutes dragged into hours. He came back from the telegraph office looking like a man who had heard himself sentenced to death.

"Oslo is being evacuated," he said. "General mobilization has been ordered. The Germans are marching on the town. They have captured some outer batteries on the fjord, but fighting is still going on near the city."

We ran down to the little wayside petrol station and questioned every car driver who came tearing out of Oslo down the long, winding hill.

From these people we learned that the Government and the Royal Family had moved to Hamar, that the Bank of Norway had hurriedly evacuated their gold to the interior, and that all the Government departments were leaving the capital.

It was in this atmosphere, with German bombers never out of sight, that we pulled out of Fetsund.

As we approached Oslo train after train crammed with women and children passed us going the other way.

On some of the hills outside the town we could see anti-aircraft guns, searchlights, and sound detection apparatus being hurriedly mounted.

Hastily commandeered lorries were racing crazily to the capital packed with Norwegian soldiers and equipment.

Oslo central station was like Victoria or Waterloo in the first days of last September. But now I seem to have seen so many crowds and crying children with their red-eyed mothers clutching pathetic

A remarkable example of the way in which the Nazis overawed the people of Oslo is afforded by this photograph. Fewer than 3,000 troops were in the city during the first 48 hours. They included one military band with twelve instruments. The impression that the force was much greater was given by parading a few troops through different parts of the city at different hours, each headed by the same small band.

Photo, Associated Press

I WAS THERE!

bundles of belongings that I am incapable of receiving further impressions. There they were, the inevitable flotsam of human misery, urged hither and thither on a remorseless, rising tide of war.

With Desmond Tighe, of Reuters, we pushed through this crowd and hurried to our hotel in the centre of the town.

There everything was in the same turmoil. People were hurriedly packing their bags and clearing out. Everyone was advising us " Get out while you can. The Germans are not three miles away."

We learned that the British Legation had early that morning burned their papers and left for Hamar.

British nationals were being cared for by the American Legation. We had heard that the Germans were already in the suburb where the legations are situated, but Tighe and I decided to make our way there on foot.

By the quieter streets we finally came on to one of the main roads leading out of the town. Huge crowds lined it—sullen, laughterless crowds of young Norwegian men and girls.

Where they began to thin out we suddenly halted. Headed by four Norwegian policemen in steel helmets, a column of field-grey troops were tramping along the cobbles.

As they marched not a yard from where I stood I had every chance of examining them.

Their general physique was anything but good. Their equipment was formidable. Every fifth man carried a light machine-gun, every third a sub-machine-gun.

Others were bent double with the exhaustion of carrying heavy batteries for portable field radios. Others sweated under precision instruments in big leather cases. Rank upon rank trudged by until I judged at least 1,000 had passed me.

As we walked the sky was still filled with German bombers, some wheeling only just over the housetops. Others were patrolling farther out along the line of the fjord.

At the United States Legation about dusk they wished Tighe and myself well, and we got back to the town in a bus.

There at the entrance to the station were the same tired-looking youngsters in their field grey. Two guarded the entrance, two others stood beside a machine-gun in the hall. As we stood interminably for the train in a queue with men and women, many of whom had infants in their arms, a section of these troops marched through on to the platform.

They were getting ready to search the trains, or, as they put it euphemistically, " to exercise military control." Fortunately for us, their organization was not yet equal to dealing with every train in and out of Oslo, and we got under way without any visit from them.

Unanswerable comment on Germany's claim to have taken Norway under her " protection " is afforded by this radio photograph, the first to reach this country, of the damage done in Oslo by Nazi bombers. The ruin is that of one of the houses in the suburbs bombed on April 9, 1940.

Photo, Wide World

We Were Bombed Eight Times in Six Days

From the beginning of the war Norwegian ships suffered more severely than those of any other neutral from German attacks, and a week before Norway was invaded the passenger-liner " Mira " was bombed no fewer than eight times while crossing from England to Norway. Here is a passenger's account of that exciting journey.

THE " Mira," which reached Bergen from Newcastle on April 5, with 72 passengers and a crew of 35, was in the convoy which was attacked by German bombers on April 3. On that occasion the raiders were routed, with the loss of two machines, by a British Sunderland flying-boat and by anti-aircraft fire from an escorting destroyer.

" I am convinced," said one of the passengers, " that all the 107 of us aboard owe our lives to the effectiveness of the British destroyer's anti-aircraft guns.

" Our ship left the Tyne on Sunday, March 31, at 4 a.m., as the regular mail and passenger service to Norway, the passengers including several women and children. We followed the coastline until 8.45 a.m., when we were attacked, for the first time, by a German 'plane, which dropped three bombs, but failed to hit us.

" We decided to remain in an East Coast port until the following afternoon, when we again left, in company with several other ships. On Tuesday afternoon we were again attacked by German bombers, which were driven off by the British escorting destroyer which raced up to meet them, and one enemy machine was shot down.

" It was the next day that the main German attack began and lasted, with intervals, from before noon until the evening. The first assault, at 11.50 a.m., was repulsed, and a Nazi 'plane which sought shelter behind the clouds appeared to be disabled, and when last seen was descending towards the sea.

" At 4 p.m. bombers attacked in pairs, and it was an hour later that three bombs fell only 12 ft. from the ship, but without doing any damage. Yet again at 5.30 p.m. a 'plane swooped down upon us, dropping five bombs from just above the vessel.

" All the passengers and crew were assembled on deck without shelter, as we had to be ready to enter the lifeboats in case the ship was damaged. All these bombs exploded close to the ship, which shook as if it had struck a mine.

" Fragments from the bombs swept across the ship, and it was remarkable that no one was killed. One man was hit by a 3-in. splinter and another was slightly wounded in the head. During this attack one bomber was disabled.

" There was no respite, the bombers continuing to fly over us until 6 p.m., when a British destroyer rescued us from a situation which threatened disaster. A German 'plane came at us at full speed, and we were fully prepared for our ship to be lost when a volley from the destroyer ended the fight."—(" *Daily Telegraph* ")

I WAS THERE!

Our Gunners Fired with the Decks Awash

When the destroyer "Gurkha" was attacked by German bombers in the North Sea on April 9 her guns continued in action until the ship was sinking. This gallant action is here described by arrangement with the "News Chronicle" by her captain, Commander Buzzard, and members of the crew. Their story is followed by that of Stoker Hagon, specially told to THE WAR ILLUSTRATED.

Commander A. W. Buzzard, of H.M.S "Gurkha," is seen here with his wife the day after he and some of the survivors of his crew had arrived in London.
Photo, Planet News

THE "Gurkha," with other British warships, including the "Rodney," was cruising off Bergen on April 9, and during the afternoon was attacked continuously by German bombers. In Mr. Churchill's words, "the 'Gurkha' was hard hit, listed very heavily, and sank after four and a half hours, during which almost all the crew were rescued."

"Twelve waves of bombers attacked us," said Commander Buzzard. "The men were magnificent, and all the time throughout the action our forward guns kept firing.

"Then came the bomb which sent the 'Gurkha' to the bottom, but although the ship was going down our guns did not stop thundering. The decks were awash, and still our gunners battled with the 'planes overhead. I cannot speak too highly of the men. Now all we want is to get another ship and have another crack at them."

Two petty officers said:

"The fight began on Tuesday afternoon at 2.30 and continued until seven in the evening.

"In the fourth attack a bomb struck the ship. All the other bombs fell into the sea, but the 'planes dived and machine-gunned us.

"Our wireless aerials were smashed early in the fight. We managed, however, to rig up temporary aerials.

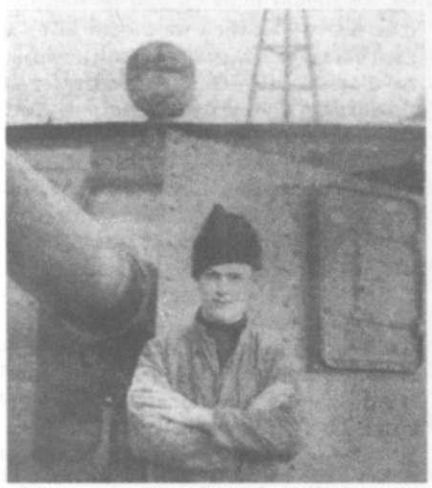
"Down below, the ship was plunged into darkness. Plates and pipes were falling from above.

"After we were hit the ship began to take a list to starboard. This gradually increased. We battened down and started pumping. Ship's stores and everything movable went overboard.

"Our guns were going all the time. We definitely accounted for one 'plane. Hit by a shell it went straight down into the sea. Another 'plane was hit and when last seen was wobbling away.

"Twenty minutes later a warship arrived and began to take us off in boats. Some of us jumped for it. A stoker and seaman who had been injured were floated away on mess-tables, reaching the rescue ship. Fourteen men were drowned before they could be picked up."

Sub-Lt. E. Thomas Archbold said that when the men were swimming about, the coxswain, as he swam alongside the rescue vessel, shouted, "Throw us down a water-polo ball—we've come to play your best team."



"The men under me were stout fellows," said Commander Buzzard of H.M.S. "Gurkha," and here is one of them, Eric Hagon, who tells his story in this page.

H.M.S. "Gurkha" which was sunk in the North Sea on April 9 by a bomb from a German Dornier was a sister ship to the famous "Cossack," and one of our Tribal Class destroyers. Her tonnage was 1,870 and she carried a complement of 190, and had a speed of 36·5 knots. She was completed in October 1938.
Photo, Abrahams, Devonport

FIRST-CLASS STOKER ERIC HAGON, of Belvedere, Kent, one of the survivors of the destroyer "Gurkha," told a WAR ILLUSTRATED representative how he saw the Chief Engineer, Lt.-Commander (E) I. C. Howden, go down with his ship.

"We were pulling away in one of the boats when we saw him sitting on the fo'c'sle. The forepart of the ship rose into the air, two of the for'ard guns broke loose from their pedestal and crashed down. I think they must have hit the chief engineer. The ship disappeared soon afterwards."

Describing the air attacks on the destroyer, Hagon, who is only 19, said: "I went on deck soon after they started and saw a Dornier split clean in two by the fire from one of our pom-poms.

"I was down below when the bomb that sank us exploded. The stern was lifted out of the water and the lights went out. One of the stokers was injured. I believe his back was broken.

"Everyone went on calmly with his work until we had orders to shut down the boilers.

"We went on deck, which was awash, and helped to throw gear and surplus ammunition overboard. The guns of the 'Gurkha' were still firing as enemy 'planes came over. When the order came to abandon ship, I tried to get one of the Gurkha knives in the aft part of the ship as a souvenir, but I was unable to reach it. I dashed to the fo'c'sle and over the side into one of the boats.

"I saw the Lieutenant-Commander and the Chief Stoker on a Carley float rescuing a number of men from the water, while three or four wounded men were strapped to tables and lowered over the destroyer's side.

"One of the stokers had to swim out of the gearing room, which was nearly full of water and oil from a burst tank.

"We were taken aboard a warship which had answered our wireless S O S. One man in the water was drawn under by the cruiser's propellers just as a life-line was thrown to him.

"There was no sign of panic among any of the men," added Stoker Hagon. "As long as we were on board they all went on with their work almost as usual."

FROM WAR TO WAR: MY 'PROPHECY' OF 1918

By the Editor

Often we build better than we know. Sometimes we speak wisely when we least suspect our wisdom. This would seem to have happened to me at least once. A colleague on "The War Illustrated" of 1914–1918 has sent me the text of an article which I contributed to "The Sunday Pictorial," of March 20, 1918, and which he describes as "almost prophetic." To find myself among the prophets is a great surprise, but as the lapse of time has endowed this article (which I had long forgotten) with peculiar interest today, I do not apologize for reprinting it here. It was originally headed: "Only Beginning of War? Prospect of a Long Era of World Conflict."

Of all the early war prophecies which time has belied not one, in my opinion, has proved so far astray as that which all of us willingly accepted when first formulated by Mr. H. G. Wells.

"This is a war to end war," quoth he. Most of us thought so, for the first few months; but chiefly because the wish was father to the thought.

It is quite three years [i.e. 1915] since I revised my opinion of the Wells dictum and suggested that rather it was a "war to begin war."

Today I am profoundly convinced that in the fateful August 1914 the world rolled into a tide of war which may endure for generations. I recall a symposium which I organized three years ago on the topic, "When Will the War End?" What innocents we were in those days! I do not purpose quoting from the many interesting replies from eminent publicists which I was then able to print. But one of the contributors, in whom I had no little faith, was ridiculed for suggesting that the war might go on for one or two generations. This was Mr. Fred T. Jane, the eminent naval critic, who died just two years ago [1916].

He did not mean, of course, that the war would continue with its present ferocity for four or five decades, but that the conflagration which had been lighted would die down at times and blaze up again for many long years to come. All the signs that man can see point that way.

War with multitudinous unimagined horrors is now established, and mankind must readjust itself to the new terror of life on this planet.

A condition of war, once abnormal and local, has now [1918] become normal and general.

Only the other day I watched the French peasants busy in their fields among the furrowed earth, working with horse and harrow as quietly as in the times of sluggish peace, and the guns were thundering a few miles off. Nay, we had passed the notices "Gas Zone," and at any moment a gas attack might have stayed their peaceful pursuits, though not one of them had troubled to carry a protective mask.

There Was a New Science of War

So may the world's work in some sort go on, while armies face each other from noisome trenches, and the knights of our time, those splendid young airmen, "grapple in the central blue."

The hands of the clock of progress will seem to move slowly, and yet when the lull comes, be it peace or armed truce, astounding advances will have been made, born of the war itself. The mechanics of that very civilization which seems to have been lost will be found improved out of all recognition, so that life will pulse to a new and quicker rhythm.

Think for a moment of the changes in the war since 1914. There is scarcely existing today in the science of war any single idea that dominated in 1914.

The French began the war in red trousers. The British went forth with field guns and shrapnel to meet the heavy artillery and high explosives of the Huns. Camouflage or protective colouring is as essential today to life in the war zone as food for the body. The mammoth ordnance of the vast British armies greatly outnumbers the light field pieces of 1914. In three days recently our airmen destroyed more and incomparably better enemy aeroplanes than the total possessed by our Royal Flying Corps in 1914. I have seen a tiny fighting machine that, with its wings folded, could be housed in my suburban garage, go forth at 120 miles an hour, armed with three machine-guns, confidently to tackle the aerial Hun; yet in 1914 our airmen had to shoot at the foe with a revolver or rifle.

Progress. The war has already revolutionized and re-revolutionized most of the applied sciences . . .

Nothing need be said of the wonders of the submarine—we all know how it has altered our economic life.

But the submarine and the aeroplane are, in my judgement, the two weapons that say "War is only beginning." Any pirate nation that concentrated on submarines and aeroplanes could make itself a world terror, provided its geographical position was favourable.

Germany—apart altogether from her vast epochal conquests in the East, which we must nullify—has clearly realized this, and *that is why the war must go on*. It must go on until the German war lords and their peoples have learnt that neither frightfulness nor piracy pays in the long run. All talk of a peace by negotiation now is treasonable folly. Granted that the Huns were ready to talk peace today, to withdraw from Belgium, from France, from Serbia—even to return Alsace-Lorraine and abandon their overseas colonies—provided they were free to develop their new lands, filched by trickery from Bolshevik Russia, that would mean the end of the British Empire and the doom of democratic institutions everywhere. The belligerent nations could only continue in a state of nervous preparation for resuming the war.

No Illusions of a 'Final War'

Germany unbeaten, nay inflated with very real conquests, with new and improving weapons of the air and underseas, would be able, after a year or so, to declare war on Britain some suitable night, say at eleven o'clock, and by half-past eleven London would be shivering into ruins from the bombs of hundreds of super-Gothas, while every British ship at sea on her lawful occasions would be a target for the torpedoes of one of the hundreds of super U-boats, secretly sent forth into the surrounding waters. This is no blood-curdling chimera. No sane man who has studied the unfolding of the war-drama can doubt its plausibility.

Therefore am I fully persuaded that our time is "now or never" and that Germany must be beaten. Better, indeed, that we should fight on and be defeated eventually—for then we should bring the arch-pirate of the world down with us in a death-grip—than consider for one moment any peace by negotiation. Never again shall we be able to organize such an alliance against the disturbers of the world's peace, and America's help is still one of the imponderabilia which may banish for many years, at least, the war-dreams of the Hun.

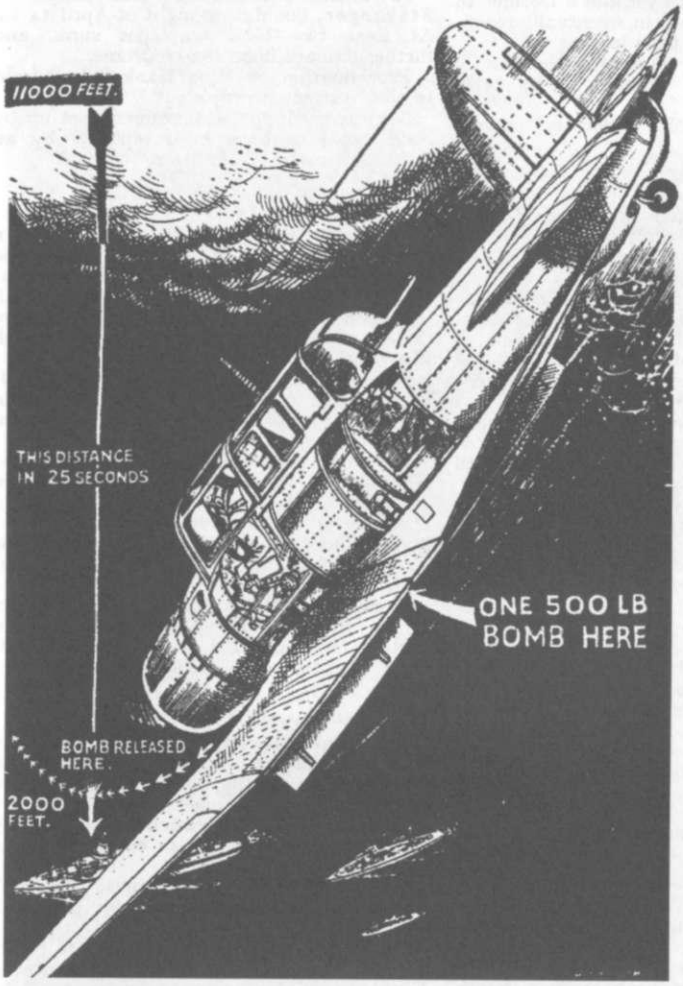
But there is no fear of defeat. "He that endureth to the end shall be saved," and we shall endure to the end, let the war last months or years longer. Still, we must not cherish any illusions that this is the Final War.

The year 1914 was really the year of a new and wonderful era, in which perhaps war may eventually end war, but there is no prophet living whose vision can even dimly discern the faint dawn of that Golden Age.

Wars Since the Great War

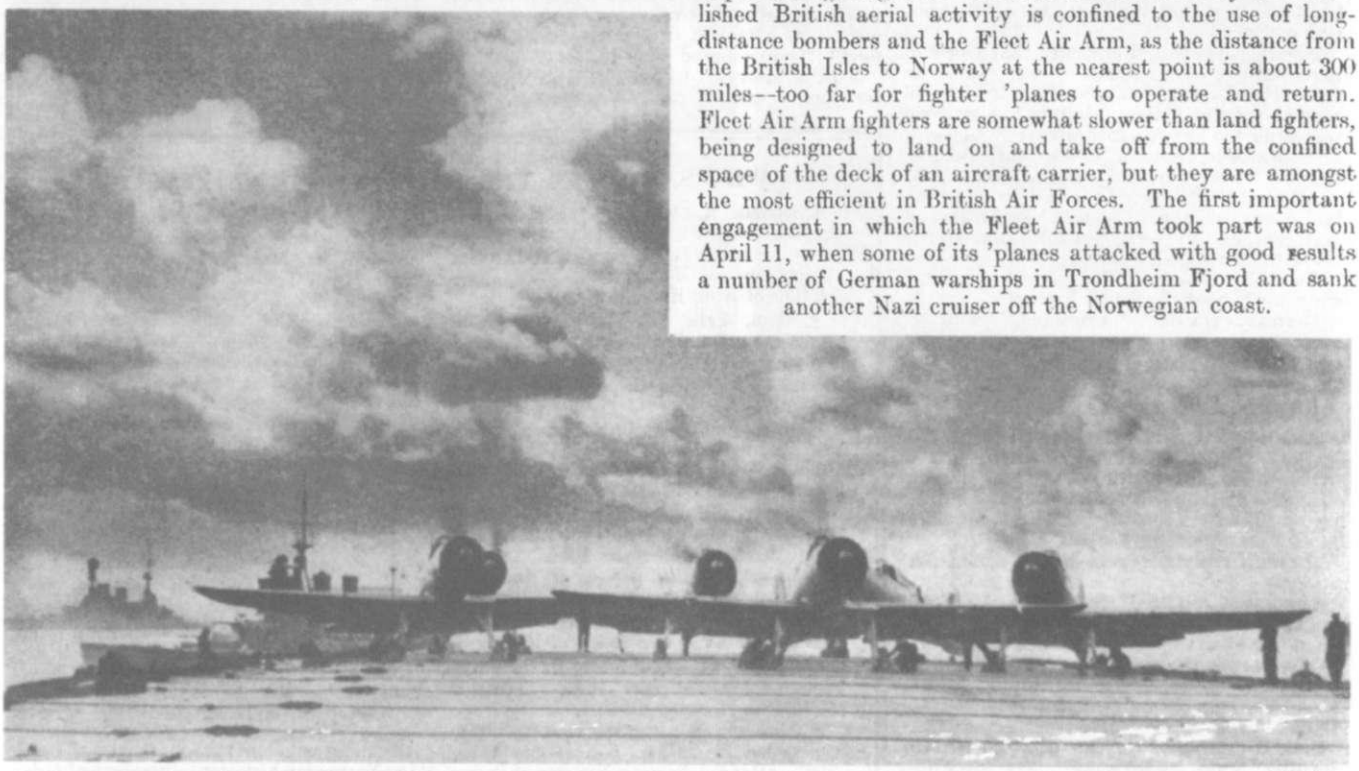
1918–1921	Russian Civil War
1919	Rumanian-Hungarian
1919	Afghanistan-British
1919–1920	Polish-Russian War
1919–1920	Russo-Finnish War
1920–1923	Sinn Fein guerrilla warfare
1920–1923	Greco-Turkish War
1921–1926	Riff Rising in Morocco
1922–1936	Chinese Civil Wars
1931–1935	Bolivia-Paraguay (Gran Chaco)
1931–1932	Japan-Manchukuo
1935–1936	Italo-Abyssinian War
1936–1939	Spanish Civil War
1937	Sino-Japanese War
1939	Italian invasion of Albania
1939–1940	Russo-Finnish War
1939	SECOND GREAT WAR

Into Battle Go the 'Planes of the Fleet Air Arm



Above is a flight of Blackburn Skua and Roc fighters, the latter with power-driven gun-turrets, and (left) our artist Haworth depicts a Blackburn Skua dive-bomber attacking a warship.

With the German invasion of Norway and Denmark the Fleet Air Arm has sprung into prominence as a most important fighting unit. Until air bases in Norway are established British aerial activity is confined to the use of long-distance bombers and the Fleet Air Arm, as the distance from the British Isles to Norway at the nearest point is about 300 miles—too far for fighter 'planes to operate and return. Fleet Air Arm fighters are somewhat slower than land fighters, being designed to land on and take off from the confined space of the deck of an aircraft carrier, but they are amongst the most efficient in British Air Forces. The first important engagement in which the Fleet Air Arm took part was on April 11, when some of its 'planes attacked with good results a number of German warships in Trondheim Fjord and sank another Nazi cruiser off the Norwegian coast.



At dawn on the deck of one of our aircraft carriers a flight of Blackburn Skuas warm up their engines, prior to taking off on reconnaissance duties. Men are crouching under the wings ready to pull away the chocks from the undercarriages at a given signal. In the foreground can be seen the arrester cables stretched across the deck ready to pull the 'planes up quickly when they return and land on their parent ships once more.

Photos, Central Press and Associated Press

OUR DIARY OF THE WAR

Thursday, April 11, 1940

Norway valiantly resisting Nazi invasion. Reported that after a battle at Elverum, whither Norwegian Government had removed from Hamar, German troops retired to Minnesund with heavy losses.

R.A.F. bombers twice attacked German-occupied **aerodrome at Stavanger,** doing considerable damage. One aircraft failed to return.

Dornier flying-boat shot down in North Sea by aircraft of R.A.F. Coastal Command.

Herr Nygaardsvold, Norwegian Premier, issued proclamation reaffirming Norway's determination to resist Nazi invasion.

Stockholm Radio Station announced that Sweden had mined her western coast.

Air Ministry stated that **19 German 'planes** had been **shot down** in northern zones in **four days,** with loss of six British machines.

Two German reconnaissance 'planes, a Heinkel and a Dornier, shot down in flames in France.

Friday, April 12

Strong formations of **R.A.F. bombers searched** Norwegian and Danish waters **for German ships.**

In Kristiansand Fjord **two warships were attacked.** Ammunition ship blown up and supply ship damaged in Kattegat. Bombing attacks made on German seaplane base on Baltic coast.

Four Messerschmitts shot down ; two more believed destroyed and others damaged.

Raid by R.A.F. on Stavanger Aerodrome, where many German aeroplanes were wrecked.

In course of day eight British aircraft shot down ; two more came down in sea on way home.

Norwegian communiqué stated that Germans had occupied Oslo and adjoining region, Kristiansand, Stavanger, Bergen and neighbourhood, Agdenes, Trondheim and Vaernes military station.

Rest of southern Norway in Norwegian hands, as also northern Norway with exception of Narvik.

Norway also stated officially that German battle-cruiser "Gneisenau" was sunk in Oslo Fjord, also cruiser "Emden" and several smaller ships ; that a big warship was sunk by Norwegian destroyer "Aeger" at Stavanger, and a cruiser at Bergen. Several Norwegian warships had been sunk.

Admiralty announced that mines had been laid over considerable area in Skagerrak and Kattegat, and in North Sea from near Dutch coast to Norwegian coast.

Swedish tanker "Sveaborg" reported sunk by U-boat off Scottish coast.

German trawler "Friesland," one of several captured off Norwegian coast, brought into Scottish port by prize crew.

Saturday, April 13

Second British Destroyer Flotilla, led by battleship "Warspite," stormed Narvik and **sank seven German destroyers:** four in Narvik Bay and three in Rombaks Fjord, behind the town. Field-howitzer on the shore put out of action by H.M.S. "Cossack."

Three British destroyers damaged, but not seriously.

Admiralty reported that Fleet Air Arm had carried out attacks against enemy warships, transports and supply ships at Bergen. **Three large transport or supply ships bombed** and warehouse containing munitions blown up. One British aircraft made forced landing in sea ; rest returned safely.

Coastal Command aircraft dropped **heavy bombs over Stavanger Aerodrome,** causing extensive damage. Messerschmitt 110 shot down in flames.

Reconnaissance 'plane of Coastal Command fought a German destroyer and a Dornier 18 flying-boat in a snowstorm, eventually reaching home with petrol tank leaking.

Two more German trawlers, "Nordland" and "Blankenberg," brought in by prize crews.

Dutch motor vessel "Velocitas" mined off English coast.

Sunday, April 14

Admiralty announced extension of mine area which now fills whole of Kattegat and southern Baltic, except for three-mile belt of Swedish territorial waters.

Another **raid by R.A.F. on Stavanger Aerodrome** was made at dawn, salvos of bombs being dropped and damage done to hangar and number of enemy aircraft.

Air attack also made on enemy seaplanes in Hafs Fjord, near Stavanger.

Reported from Stockholm that Germans had taken Kongsberg and Larvik, west of Oslo ; and Fredrikstad, Sarpsborg and Halden, to east of city.

Admiralty announced that German pocket battleship **"Admiral Scheer" was successfully attacked** on April 11 by British submarine "Spearfish," and that cruiser "Karlsruhe" was torpedoed and sunk by submarine "Truant" on April 9.

Other German ships now reported sunk included "August Leonhardt," "Ionia," "Antares" and "Moonsund." Other unnamed ships were known to have been sunk.

German ship "Alster" reported captured, and "Skagerrak" and "Maine" scuttled.

Reported that Norwegian steamer "Tosca" was sunk by U-boat off North Scottish coast on April 10.

State of siege in Holland extended to certain new areas in north.

Monday, April 15

Admiralty and War Office announced that **British forces** had **landed at several points in Norway.**

Admiralty stated that **two more German transports** had been **sunk** by British submarines ; also that convoy of enemy transports was attacked in the Skagerrak, when four torpedoes found their mark.

Fifteen aircraft of Fleet Air Arm attacked transports and aircraft in Bergen. One transport set on fire, small storeship sunk, large flying-boat machine-gunned and left in flames. One aircraft failed to return.

Two more bombing raids made on Stavanger, one during night of April 14-15. At least two Nazi seaplanes sunk, and further damage done to aerodrome.

Proclamation by King Haakon broadcast to the Norwegian people.

Norwegian puppet Government, set up by Nazis, said to have been replaced by an "Administrative Committee."

Tuesday, April 16

During night of April 15-16 **R.A.F. again made heavy bombing raid on Stavanger Aerodrome,** causing two extensive fires and doing further damage. All aircraft returned.

Norwegian High Command announced by radio that **Narvik** was now **held by British Marines.**

Reported that German troops from Trondheim passed in a train through Norwegian lines to Skurdalsvold, about three miles from Swedish frontier.

German troops reported to have occupied Kongsvinger fortress and railway junction 45 miles north-east of Oslo. Skarnes and Hamar also said to have fallen.

Announced that a British force had now landed on the Faroe Islands which went under British protection on April 12.

Norwegian Government issued White Paper proving treachery of German invasion.

Reported that British steamer "Stancliffe" was torpedoed on April 12.

Wednesday, April 17

Stavanger Aerodrome bombarded by naval forces for 80 minutes. One British cruiser damaged by enemy bombs when returning from this operation.

Trondheim Aerodrome heavily bombed by R.A.F. ; also enemy seaplane base in vicinity.

Stated that H.M. submarine "Thistle" was long overdue and must be presumed lost.

Admiralty announced that a protective minefield had been laid across entrance to Firth of Clyde.

Increased tension in Balkans. Italian Government declared Bari, port in Adriatic, a prohibited area. Soviet Government alleged 15 instances of Rumanian violation of Dniester frontier.

WHO'S WHO IN THE NORTHERN WAR ZONE : 1

Christian X, King of Denmark and Iceland (b. 1870). Succeeded his father, King Frederik VIII, May 14, 1912. Married Alexandrine of Mecklenburg, 1898. Elder brother of King Haakon of Norway.

Colban, Erik (b. 1876). Norwegian Minister in London since 1934. Entered diplomatic service 1903. Was Minister to France 1930, and to Belgium and Luxemburg 1931–34.

Collier, Laurence (b. 1890). British Minister designate to Norway. Entered diplomatic service 1932. Connected with Foreign Office since 1913.

Dormer, Sir Cecil F. J. (b. 1883). British Minister at Oslo since 1934. Entered Diplomatic Service 1911.

Frederik, Crown Prince of Denmark (b. 1899). Elder son of King Christian X. Married Princess Ingrid, granddaughter of King Gustav V of Sweden in 1935.

Guenther, C. E. (b. 1886). Swedish Foreign Minister since 1939. Swedish Minister to Norway 1938–39.

Gustav V, King of Sweden (b. 1858). Succeeded his father, King Oscar II, in 1907. Married Princess Victoria of Baden. Chief hobby lawn tennis.

Gustav Adolf, Crown Prince of Sweden (b. 1882). Elder son of King Gustav V. Married (1) Margaret, Princess of Gt. Britain and Ireland, d. of Duke of Connaught, 1905, d. 1920. (2) Princess Louise of Battenberg, in London, November 1923.

Haakon VII, King of Norway (b. 1872). Second son of Frederik VIII of Denmark, and brother of King Christian X. As Prince Charles of Denmark, married Maud, d. of King Edward VII, 1896 ; one son, Prince Olav. Elected King of Norway in 1905, at separation of Sweden from Norway.

Hambro, C. J. (b. 1885). Speaker of Norwegian Parliament (Storting). Member of British and Continental banking family. Former editor of Norwegian paper "Morgenbladet."

Hanssen, Per Albin (b. 1885). Prime Minister of Swedish Socialist Govt. since 1932. Leading Swedish journalist.

Howard Smith, C. (b. 1888). British Minister in Copenhagen from October 1939. Entered Foreign Office 1912.

Koht, Prof. Halvdan (b. 1873). Norwegian Minister of Foreign Affairs since 1935. Member of Labour Party. Leading Norwegian historian. President of Oslo Academy since 1923.